

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR

1887.

Printed by Order of the Legislative Assembly.



Toronto :

PRINTED BY WARWICK & SONS, 26 AND 28 FRONT STREET WEST.
1888.

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REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR 1887.

To His Honour the Honourable SIR ALEXANDER CAMPBELL, K.C.M.G.,

Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR :

I have the honour to submit the Annual Report of the Department of Crown Lands for the year 1887.

CLERGY LANDS.

The sales of these lands during the year aggregated 1,585 acres. These sales represent \$1,682.60. The collections on account of these and the sales of former years amounts to \$7,433.70. (*See Appendix No. 3, page 4.*)

CROWN LANDS.

The area of Crown Lands sold during the year was 67,314 acres at a total value of \$76,837.26. The collections on account amounted to \$74,493.69. (*See Appendix No. 3, page 4.*)

COMMON SCHOOL LANDS.

The area of these lands sold during the year was 292 acres amounting in value to \$619.75. The collections on account of Common School Lands was \$17,489.93. (*See Appendix No. 3, page 4.*)

GRAMMAR SCHOOL LANDS.

The area of these sold during the year was 605 acres at a value of \$556.00. The collection for the year was \$3,184.06. (*See Appendix No. 3, page 4.*)

COLLECTIONS AND REVENUE.

The total collections from all sources for the year amounts to \$1,118,892.82. (*See Appendix No. 4, page 5.*)

DISBURSEMENTS.

The gross disbursements on account of all services, etc., of the Department amounts to \$241,733.50. (*See Appendix No. 6, page 7.*)

WOODS AND FORESTS.

The total collection for the year is \$990,855.43, which includes \$399,958.36 paid in on account of the sale held in December; the latter amount being deducted leaves \$590,897.07 as the Revenue from timber dues, ground rent, etc., during the year. (*See Appendices Nos. 7 and 9, pages 10 and 12.*)

The collection on account of timber dues, etc., has fallen somewhat short of the amount estimated from Woods and Forests, the shortage, no doubt, being mainly attributable to the fact that a large number of sawlogs were, what is technically known as "stuck" in the streams, owing to the lowness of the water consequent upon the unprecedentedly dry weather of last summer; in addition to this a considerable quantity was left in the woods, the depth of snow in mid-winter and towards spring having rendered hauling very difficult and expensive. In consequence of these circumstances some mills were obliged to shut down early in the season, either from want of material to cut or water to run them, and the result of this state of matters was a diminished output, and the locking up of considerable capital in the unmanufactured logs.

The lumber trade of the year has been on the whole satisfactory, there was no period of inaction, sales were brisk and prices fairly remunerative, although, at the close of the year owing to a slight stringency, returns were not promptly obtainable. As regards waney and square pine, the early part of the season proved very dull and prices unsatisfactory, but towards the autumn prices stiffened and a healthier feeling prevailed. It is specially noteworthy in this connection that there is a smaller stock of these timbers wintering over in Quebec than has been the case for some years; so that a further stiffening of the market may be looked for.

Certain territory on the Muskoka and Petewawa waters having become dangerously exposed to fire through considerable settlement having taken place upon and contiguous to it, a sale was held of the more exposed portions aggregating an area of 459 square miles. The sale was well attended, representative lumber men from all parts of the Province and the United States being present. The prices obtained were highly satisfactory, being far in advance of those obtained at any previous sale. The 459

miles realized the sum of \$1,313,755.50, which gives an average of \$2,859.00 to the mile.

A considerable period having elapsed since the tariff of dues upon timber, etc., was framed, and standing timber having increased in value of late years, it was thought that such an increase in the dues ought to be made as would give the Province a share in the increment of value which had taken place; and it was accordingly decided to advance the rate of dues upon sawlogs from 75 cents per thousand to \$1., or 33½ per cent., and upon square and waney timber from 1¼ cents per cubic foot to 2 cents, the ground rent being at the same time increased from \$2 per mile to \$3, all of which changes came into effect on the 1st of May last.

The forecast of the coming season is a slightly increased output of sawlogs and timber, with every prospect of good prices and an active demand.

FIRE RANGING.

The system of Fire Ranging, inaugurated in 1885, continues to give satisfactory results. The number of Fire Rangers in the field last season was fifty-five, as compared with forty-five in 1886, and thirty-seven in 1885. The cost of the service this year is \$15,000, as compared with \$9,847.75 in 1886, and \$7,911 in 1885; these figures show an increased desire on the part of the licensees to avail themselves of the benefits of the service. The past season has been the most expensive so far, which is accounted for by its being a very dry one. Those engaged in the lumber trade report it as the driest and most dangerous season within recollection; Mr. William Mackey of Ottawa, an old and successful operator, reports that in his experience of forty-two years, he remembers nothing like it. As before reported, the Rangers are selected by the lumbermen, and, if approved, appointed by the Department, which pays them, collecting half the cost from the licensees at the end of the season. The staff selected in the way described has each year proved practical, prompt to act, and energetic in discharging its duties. The joint supervision by both the Department and the licensees ensures the utmost possible vigilance.

The Rangers have authority to call in assistance to prevent or subdue bush fires where necessary, paying for the same at fair wages. In 1885 and 1886 the expense incurred for assistance was not large, as fires were not numerous nor the seasons specially dry; this year is the first in which the fighting of fires has had to be systematically undertaken, and the organization has proved quite sufficient for the emergency. The Rangers have called on assistance wherever necessary, and gangs of men have battled with the "devouring element" day and night in various parts of the Province, and successfully stayed its progress in many instances; as many as 100 men, in addition to the regular Rangers, have been on duty at different periods; it is not, therefore, to be wondered at that the service has cost more than was estimated.

As the dry weather continued very late in the autumn, it was not possible to get all the accounts in, checked and paid, ere the close of the year, nor the refunds collected; \$10,770.03 only of the cost appears in this year's Public Accounts, leaving \$5,000 to be paid next year; to meet which, it is proposed to ask an increase of the estimate for this

service from \$10,000 to \$15,000. The net cost of the service to the Department will, however, be \$7,500, the licensees refunding half as before stated.

In addition to protection of licensed lands it was arranged, last season and this to have the Rangers on limits adjacent to unlicensed Crown Lands, have a supervision over them, especially in the territory lately sold; the reports of the Rangers demonstrated the great danger to which the timber of the Crown was exposed, several fires having been prevented from spreading, which without such efforts might and probably would have destroyed millions of dollars worth of timber.

The settlers, I am glad to say, have as a rule shown themselves willing to assist in preserving the forest lands from fire, exercising more care than in the past, and assisting to suppress fires when called out by the Rangers.

At the close of each season it has been customary to enquire of the Licensees how many Rangers they had employed; how many fires had occurred; the quantity of timber damaged, or destroyed, and the amount of the loss actually sustained. Also the causes of the fires and what could be done to make the service more effective. I regret to say that the replies in 1885 and 1886 were not as full as could have been desired, but this year the questions were answered fully by nearly forty of the largest limit holders in the Province, from these it would appear the service is doing more than was expected. They report fifty-five Rangers employed; 110 distinct fires by which 200 millions of feet board measure of pine was badly injured, and place the actual loss at figures totalling \$70,000.

There is no doubt that the presence of the Rangers, and the prompt and active measures taken by them, materially prevented, and substantially reduced the losses—not only so, but the Licensees were supplied with reliable information as to the quantity of timber damaged, its situation, and the force necessary to handle it this season before the grubs had time to seriously damage it, by which an enormous sum was saved to the Province and the Licensees.

The replies received all approve the service, and ask its continuance and extension; even those who have not taken advantage of it admit its value and good effect. The suggestions as to making the service more effective are, while not numerous, eminently practical. Those who have Rangers on their limits urge, with much fairness and force, that it should be made incumbent upon the tenure of a license to have the territory covered by it guarded by a Fire Ranger, as it frequently happens, they say, that bush fires break out on limits where there is no Ranger, and the Rangers on adjoining territory have to go there and battle with the fire to prevent it becoming uncontrollable, and spreading over on the limits of their employers. It is also suggested that settlements on pine lands should not be permitted, which, it may be stated, is not now allowed by the Department. Some other trifling suggestions are made, all in the direction of closer supervision, but none are of such a character as to require legislation, the present Fire Act giving ample authority to meet all the suggestions made.

The principal causes of fires are stated to be—want of care on the part of settlers clearing land, in setting fire to their choppings without respect to the surroundings, or

state of the weather, frequently doing so at an extremely dry time, and in a high wind—river drivers making fires for cooking, smudges, etc., and leaving them uncared for instead of extinguishing them—careless hunters, fishermen, tourists and explorers making fires in most dangerously inflammable localities, and going away, leaving them to be fanned into, perhaps, vast conflagrations, should a breeze spring up; and their throwing down, in dry brush or leaves, matches used in lighting a pipe, and in one instance, a considerable fire is stated to have arisen from a smouldering gun wadding. In one or two cases, sparks from locomotives are cited as a source of danger.

In conclusion, I desire to point out what a dangerous state of affairs is shewn to exist, and the consequent necessity for taking every step possible to reduce it to a minimum. When it is remembered that the careless throwing down of a match might cause millions of dollars worth of the timber wealth of the Province to vanish in smoke, the necessity is emphasized for disposing of Timber Berths as soon as danger is threatened by the advance of settlement, as by such sale the bonus is at any rate obtained, and a closer supervision had over them than the Crown could give.

The fires were confined to the eastern or settled portion of the Province, no fire of serious extent having been reported in Algoma, Thunder Bay or Rainy River Districts.

It is proposed to continue the service during the coming summer upon the same principles as heretofore, and to use every effort to make it successful.

FISHERIES.

The control and management of Fisheries in inland waters, having by "The Ontario Fisheries Act of 1885," been placed in charge of the Crown Lands Department, certain regulations were passed under the Act, copies of which were sent to every Crown Lands Agent, Forest and Fire Ranger, accompanied by requests that they would see the regulations were not contravened in their localities.

The reports from the Crown Lands Agents, etc., were too numerous to publish, but they go to show that the law was fairly observed in the waters under control of the Province.

The Revenue from permits, etc., amounted to \$395.00.

The regulations, etc., and further particulars in connection with this service will be found in Appendices Nos. 11 to 15, at pages 18 to 23.

FREE GRANTS.

There are now 133 townships open for settlement under the "Free Grant and Homesteads Act," four new townships, viz., Conmee, Gillies, Lybster and O'Connor, all in the Thunder Bay District, having been added since my last report.

During the year just closed 902 locations were made for 122,772 acres of land, and 109 locatees purchased 5,694 acres. 549 patents were issued to locatees. (*See Appendix No. 10, page 14.*)

CROWN SURVEYS.

The following surveys have been carried out during the year :—The townships of Anglin, Edgar, and White, in the District of Nipissing, have been subdivided into farm lots of 100 acres each ; the townships of Brethour, Buck, Casey, Dymond, Garson, Harris, Harley and Hilliard, also in the Nipissing District, have been subdivided into farm lots of 320 acres each ; the townships of Foster, Hyman and Lumsden in the District of Algoma, have been subdivided into lots of 320 acres each.

The outlines of eight townships at the head of Lake Tamiscamingue on the Upper Ottawa, have been run. The running of these outlines has established the existence of an area of 1,000 square miles of good agricultural land, free from stone and with a clay soil, which lies between the boundary line between Ontario and Quebec and the Montreal River ; this land will be easy of access, as the River Blanche, a large river navigable for many miles from its mouth, flows through it.

A survey of the waters lying between Arrow Lake, in the District of Thunder Bay, and Hunter's Island, in the District of Rainy River, is in progress, and a base line to extend from the township of Strange in the District of Thunder Bay to Hunter's Island is also in progress ; these two surveys have been undertaken in view of the discovery of large mineral tracts in that region. There have been a few surveys of minor importance and the outlines of several timber berths in the Nipissing District have been run out. The returns of the above surveys have, so far as received, been examined and in most cases closed. The particulars of these surveys will be found in *Appendix No. 18, page 26*.

The Surveyor's Reports in relation to the surveys will be found in *Appendices Nos. 24 to 38, pages 35 to 52, inclusive*.

MUNICIPAL SURVEYS.

The Department has during the year issued instructions for three municipal surveys, which consisted of the surveys of certain lines, and the planting of durable monuments at the angles of certain lots in the townships of Artemesia, Maidstone and East Wawanosh. The particulars relating to these surveys will be found in *Appendix No. 17, page 25*.

MINERAL SURVEYS.

The General Mining Act requires that applicants to purchase mining lands in unsurveyed territory shall file surveyor's plans, field notes and descriptions of their locations in the Department before any sale is carried out. Under this statutory regulation a number of applicants in the Districts of Rainy River, Nipissing, Algoma and Thunder Bay have filed plans, etc., etc., and an area of 11,521 acres has been sold and patented to them. Particulars as to these surveys and sales will be found in *Appendices Nos. 20 and 21, pages 28 to 30*.

The Bureau of Statistics publishes in its Annual Report all the facts of interest in connection with mining operations in the Province, it having better facilities for collecting information on such matters than this Department. It will not be out of place, how-

ever, to state that important discoveries of gold have been made in the township of Denison, in the District of Algoma ; but until further developments have been made it is not possible to state the extent or value of the locality as a gold producing one. Large discoveries of iron ore have also been made at Gun Flint Lake, and north of it, in the District of Thunder Bay ; the ore is said to be very pure, the deposit being in the justly celebrated Vermillion Range, which here crosses into Canada from Minnesota.

COLONIZATION ROADS.

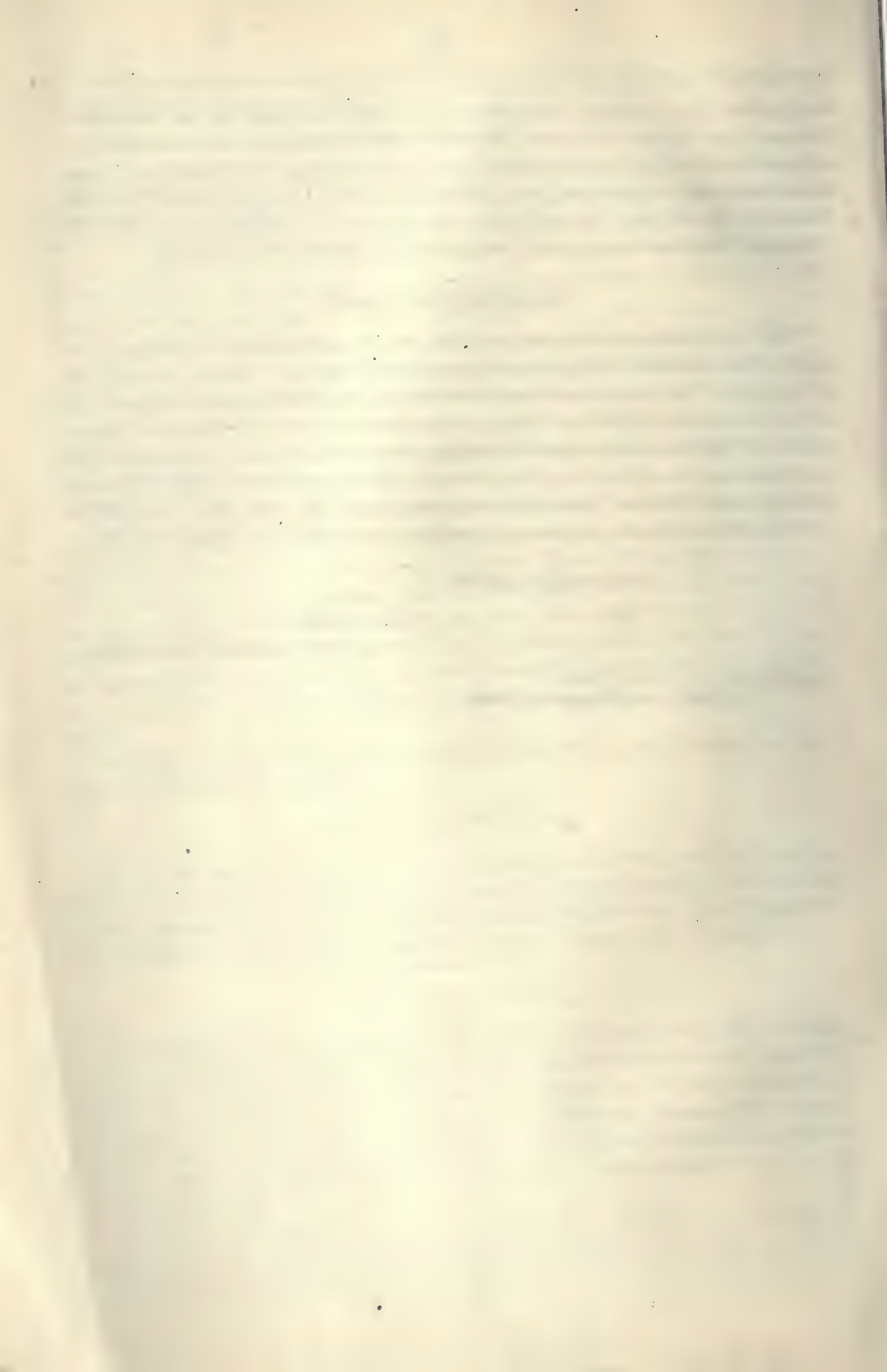
The work done during the year consisted of the construction of 200 miles of new roads and the repairing of 394 miles of old roads ; twenty new bridges were erected in various parts of the Province and twenty-five bridges were repaired ; the total expenditure on the service was \$122,974.28. Owing to heavy floods in some localities and the prevalence of bush fires certain roads and bridges were so damaged as to be impassable, and the Department was obliged from these causes to make an expenditure beyond the appropriation voted of \$5,424. The various inspectors report the work done throughout the Province to have been of a satisfactory character. *Appendix No. 39, pages 53 to 78.*

Respectfully submitted.

T. B. PARDEE,

Commissioner of Crown Lands.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1887.



1 (C.L.)

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
	Hon. T. B. Pardee.	Commissioner	1873, December 4	\$ 4,000 00	
	Thos. H. Johnson	Assistant Commissioner	1869, August 21	2,800 00	
	Aubrey White	Assistant Commissioner	1882, January 1	2,600 00	
	George Kennedy	Law Clerk	1872, February 1	2,000 00	
	J. I. McIntosh	Shorthand Writer and Clerk	1886, August 1	1,200 00	Died 8th January, 1887.
	A. Kirkwood	Chief Clerk	1854, March 21	1,900 00	
	J. M. Grant	Clerk	1860, May 12	1,300 00	
	J. J. Murphy	Clerk in Charge of Free Grants	1872, May 1	1,250 00	
	Julian Sale	Clerk	1871, August 5	850 00	
	E. F. Stow	Clerk	1878, March 1	700 00	
Free Grants and Sales	G. B. Kirkpatrick	Chief Clerk	1866, January 30	1,900 00	
	W. Revell	Clerk	1871, October 2	1,150 00	
	W. F. Lewis	Clerk	1872, February 5	850 00	
	E. Fox	Chief Clerk Patents	1887, September 28	1,400 00	
	A. J. Taylor	Chief Clerk Patents	1872, October 1	1,200 00	
	P. Alma	Clerk	1871, August 1	1,000 00	
	Hy Smith	Superintendent of Colonization Roads	1881, January 1	1,800 00	
	C. Cashman	Clerk	1881, September 1	1,150 00	Resigned 30th June, 1887.
Surveys, Patents and Roads.	G. B. Cowper	Chief Clerk	1857, October 14	2,000 00	
	Th. E. Johnson	Clerk	1874, January 1	1,800 00	
	J. A. G. Crozier	Clerk	1867, December 1	1,200 00	
	J. Durkin	Clerk	1884, August 22	1,100 00	
	H. R. Hardy	Clerk	1883, November 1	900 00	
Woods and Forests					

APPENDIX No. 1.—Continued.

Return of Officers and Clerks in the Department of Crown Lands, for the year 1887.

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
Accounts	D. G. Ross	Accountant	1861, April 15	\$ 1,700 00	
	R. H. Browne	Chief Clerk, Agents' Returns	1862, May 14	1,300 00	
	C. F. Higgins	Clerk	1873, July 1	850 00	
	E. Leigh	Clerk	1873, December 20	850 00	
	J. Morphy	Registrar	1851, June 1	1,600 00	
	J. Bradshaw	Office Keeper	1852, March 27	500 00	
D. GEORGE ROSS, Accountant.	A. Macdonald	Messenger	1862, May 19	550 00	
	R. Burroughes	Fireman	1868, June 1	550 00	
	D. Kinnear	Night Watchman	1873, September	500 00	

D. GEORGE ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1887.

APPENDIX No. 2.

List of Crown Land Agents for the Disposal of Free Grants, 1887.

NAME.	District or County.	Date of Appointment.	Salary per Annum.	REMARKS.
Anderson, D.	Part of Peterborough.	1870, November 21.	\$ c.	
Best, S. G.	" Parry Sound District.	1875, March 23.	500 00	
Brown, C. P.	" Algoma District.	1872, June 25.	500 00	
Cockburn, J. D.	" Nipissing District.	1884, May 21.	500 00	Agent for sale of lands.
Day, J. F.	" Algoma District.	1875, July 19.	500 00	
Dawson, G. W.	" Frontenac and Addington.	1882, February 17.	500 00	
Duncan, A. G.	St. Joseph Island.	1883, December 23.	200 00	
Felding, Th.	Part of Victoria.	1882, February 23.	500 00	
Gilligan, B. J.	" Algoma.	1886, May 21.	500 00	
Handy, E.	" Nipissing District.	1884, March 20.	500 00	
Kennedy, J. D.	" Parry Sound District.	1879, January 3.	500 60	
MacKay, F.	" Renfrew.	1886, October 30.	500 00	
Macpherson, R.	" Parry Sound District.	1881, December 5.	500 00	
Margach, W.	" Frontenac.	1871, July 18.	500 00	
Nichols, W. L.	" Thunder Bay District.	1886, August 31.	250 00	Agent for sale of lands.
Reeves, J.	" Algoma District.	1885, August 27.	500 00	do do
Scarlett, J. S.	" Nipissing District.	1872, February 12.	500 00	
Stewart, C. R.	" Parry Sound District.	1880, June 17.	500 00	
Tait, J. R.	" Hastings and Peterborough.	1882, May 1.	500 00	
Taylor, T. C.	" Hastings.	1889, May 28.	500 00	
Whelan, J.	" District of Muskoka.	1881, December 15.	500 90	
	" Renfrew.	1884, September 19.	500 00	

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1887.

APPENDIX No. 3.

STATEMENT of Acres of Land Sold, Amount of Sales and Amount of Collections for
the Year 1887.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		\$ c.	\$ c.
Clergy Lands.....	1,585	1,682 60	7,433 70
Crown Lands.....	87,314½	76,837 26	74,493 69
Common School Lands.....	292½	619 75	17,489 93
Grammar School Lands.....	605	556 00	3,184 06
Total.....	69,797	\$79,695 61	\$102,601 38

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1887.

APPENDIX No. 4.

STATEMENT of the Collections of the Crown Lands Department for the year 1887.

SERVICE.	\$ cts.	\$ cts.
<i>Land Collections.</i>		
Crown Lands	74,493 69	
Clergy Lands	7,433 70	
Common School Lands	17,489 93	
Grammar School Lands	3,184 06	
Rent	111 00	
In Suspense	18,267 53	
		120,979 91
<i>Woods and Forests.</i>		
Timber Dues	508,601 83	
Ground Rent	58,213 75	
Bonus	424,039 80	
		990,855 43
Casual Fees		481 00
Surveyors' Fees		257 90
Fisheries		395 00
<i>Expenditure Refunds.</i>		
Surveys	2,585 02	
Forest Fire Prevention	801 00	
Destitute Settlers	550 84	
Settlers' Homestead	109 18	
Inspection	143 26	
Colonization Roads	1,734 28	
		5,923 58
		\$1,118,892 82

D. GEO. ROSS,
Accountant.AUBREY WHITE,
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1887.

APPENDIX No. 5

STATEMENT of the Receipts of the Department of Crown Lands, which are considered as Special Funds.

SERVICE.	\$ cts.	\$ cts.
<i>Clergy Lands.</i>		
Principal.....	4,237 36	
Interest.....	3,196 34	
		7,433 70
<i>Common School Lands.</i>		
Principal.....	8,150 75	
Interest.....	9,339 18	
		17,489 93
<i>Grammar School Lands.</i>		
Principal.....	2,491 48	
Interest.....	692 58	
		3,184 06
		\$28,107 69

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1887.

APPENDIX No. 6.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1887.

SERVICE.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
<i>Salaries.—Land.</i>			
Anderson, D	500 00		
Best, S. G.	500 00		
Brown, C. P.	500 00		
Cockburn, J. D.	500 00		
Dawson, G. W.	500 00		
Day, J. F.	500 00		
Duncan, A. G.	200 00		
Frood, T.	500 00		
Fielding, W.	500 00		
Gilligan, B. J.	500 00		
Handy, E.	500 00		
Kennedy, J. D.	500 00		
Mackey, T.	500 00		
Macpherson, R.	500 00		
Margach, W.	250 00		
Nichols, W. L.	500 00		
Reeves, J.	500 00		
Scarlett, J. S.	500 00		
Stewart, C. R.	500 00		
Tait, J. R.	500 00		
Taylor, T. O.	500 00		
Whelan, J.	500 00		
		10,450 00	
<i>Salaries.—Timber.</i>			
Campbell, P. C.	1,600 00		
Johnson, T. E.	133 33		
Macdonald, W. J.	250 00		
Macdonald, D. F.	1,466 67		
Margach, W.	1,000 00		
McWilliams, J. B.	2,000 00		
Tassé, D.	100 00		
Way, J. F.	1,440 00		
		7,990 00	
<i>Agents' Disbursements.</i>			
Anderson, D.	19 82		
Best, S. G.	24 28		
Brown, C. P.	4 75		
Cockburn, J. D.	37 98		
Day, J. F.	7 70		
Duncan, A. G.	8 60		
Fielding, W.	5 00		
Frood, T.	9 93		
Handy, E.	30 63		
Gilligan, B. J.	6 25		
Johnson, T. E.	31 50		
Kennedy, J. D.	9 57		
Mackey, T.	17 09		
Macpherson, R.	8 25		
Macdonald, D. F.	232 80		
Margach, W.	935 50		
McWilliams, J. B.	303 99		
Nichols, W. L.	15 66		
Poupore, J.	558 70		
Scarlett, J. S.	14 86		
Stewart, C. R.	16 39		
Taylor, T. O.	41 26		
Way, J. F.	133 80		
Whelan, J.	3 56		
		2,477 87	
<i>Miscellaneous.</i>			
Bruce, J., Inspection	50 00		
Henderson, J., do	45 00		
Johnson, T. E., travelling expenses	264 95		

APPENDIX No. 6—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1887.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Miscellaneous—Continued.</i>			
Kennedy, Geo., travelling expenses	13 00		
Shaw, J., Inspection	177 10		
Sime, P. M. do	53 10		
Stephens, H. H. do	25 00		
White, Aubrey, travelling expenses	122 00		
Willmott, J. H. do	26 25		
Williamson, W. D., Inspection	11 75		
		788 15	21,706 02
<i>Wood Ranging and Inspection of Timber Lands.</i>			
Alley, E.		246 00	
Bick, Geo.		974 08	
Brady, Jno.		1,015 00	
Brennan, P.		690 00	
Campbell, P. C.		228 36	
Cunningham, Jno.		593 10	
Dulmage, A. F.		1,350 00	
Halliday, F.		1,528 40	
Halliday, J.		770 00	
Hutton, J.		177 00	
Johnson, S. M.		1,442 68	
Kennedy, Jno.		1,549 09	
Kirkpatrick, W. R.		62 00	
Ludgate, T.		1,050 00	
Mackay, Jno.		50 00	
Moore, D. H.		1,069 55	
McCogherty, P.		1,055 17	
McDonald, D. F.		200 00	
McFarlane, D.		84 00	
McGown, T.		306 25	
McGown, W.		1,215 00	
Paget, G.		1,081 53	
Regan, Jno.		1,073 80	
Russell, W.		1,544 26	
Shaw, Jos.		1,453 48	
Smith, J. W.		1,042 75	
Turgeon, J. B.		615 00	
Wood, D.		164 00	
			22,630 50
<i>Forest Fire Prevention.</i>			
Blanchet, O.		182 00	
Borron, E.		308 00	
Bradley, P.		370 50	
Bremner, W.		260 05	
Brennan, J.		550 00	
Bromley, T.		320 00	
Brown, L.		203 00	
Campbell, D.		45 00	
Cochrane, J.		254 00	
Conway, J.		246 00	
Coghlin, J.		117 25	
Donally, R. S.		317 20	
Fraser, A.		545 00	
Gague, F.		337 14	
Garvey, P.		300 50	
Graham, J.		234 00	
Haley, C.		272 00	
Harris, Jno.		134 00	
Humphreys, J. G.		172 00	
Johnson, R.		158 00	
Johnson, E.		290 63	
Labrash, J.		198 00	
Mitchell, J.		257 00	

APPENDIX No. 6—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1887.

SERVICE.	\$	c.	\$	c.	\$	c.
<i>Forest Fire Prevention—Continued.</i>						
McCallum, A.			264	00		
McDermott, P.			200	00		
McDonald, J.			390	50		
McLaren, F.			214	00		
McNabb, W. C.			418	50		
Parcher, A.			260	00		
Playfair, E.			226	00		
Sage, N.			172	00		
Scantlin, J.			323	51		
Sedgwick, J.			554	25		
Vannier, N.			308	00		
Watson, W.			156	00		
Whyte, J. F. G.			454	00		
Wilson, A.			290	00		
Wyllie, W. A.			168	00		
Young, W.			300	00		
McGown, T., Special Timber Inspection.					10,770	03
					360	00
Refunds.					12,092	88
Colonization Roads.					124,709	06
Surveys.					39,473	25
Board of Surveyors.					400	00
<i>Contingencies.</i>						
Printing and binding.			1,299	56		
Stationery.			1,911	12		
Postage and telegraphing.			1,061	03		
Extra Clerks.			1,520	00		
Office-keeper.			500	00		
Messenger.			550	00		
Night Watchman.			500	00		
Fireman.			550	00		
Extra Messenger and Fireman.			497	50		
Subscriptions and advertising.			993	70		
Sundries.			208	85		
					9,591	76
					241,733	50

AUBREY WHITE,

D. GEORGE ROSS,

Assistant Commissioner.

Accountant.

DEPARTMENT OF CROWN LANDS,
Toronto, Dec. 31st, 1887.

APPENDIX No. 7

WOODS AND FORESTS.

STATEMENT of Revenue Collected during the Year ending 31st December, 1887.

	\$	c.	\$	c.
Amount of Ottawa collections, John Poupore	230,953	78		
“ “ H. J. Chaloner	27,784	95	258,738	73
Amount of Belleville collections, J. F. Way	93,608	00		
“ “ H. J. Chaloner	421	50	94,029	50
Amount of Western Timber District collections at Department	622,712	73		
“ “ “ H. J. Chaloner	15,374	47	638,087	20
Total			990,855	43

AUBREY WHITE,

Assistant Commissioner.

G. B. COWPER,

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,

WOODS AND FORESTS BRANCH,

Toronto, 31st December, 1887.

APPENDIX No. 8.

List of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, Dates of Appointments, and Salary allowed to each for his services, during the year ending 31st December, 1887.

Names of Territories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per Annum upto 1st July, '73.		REMARKS.
				\$	c.	
Upper Ottawa.....	John Poupore	Ottawa City	The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	C. S. McNutt, Assistant	"	1858, April 13	1,400 00	1,800 00	
	J. Ritchie, Clerk	"	1864, June 23	1,000 00	1,400 00	
	A. J. Russell, Jr., Draughtsman	"	1867, April 1	700 00	1,200 00	
	E. T. Smith, Clerk	"	1864, June 23	650 00	1,000 00	
	J. Jackson, Messenger	"	1871, August 1	300 00	300 00	{ Additional to his salary from the Department of Public Works, Ottawa.
	W. J. Macdonald, Deputy Slide Master and Chief Timber Counter	"	1882, August 18 .....	.....	*
	James Steen, Timber Counter	"	1861, May 27	\$2 per diem.	\$2 per diem.	During season of Navigation.
	John Redmond, Assistant, and Boatman	"	1872, March 1	"	"	
Belleville Agency	Joseph F. Way, Agent	Belleville	1854, May 6	1,440 00	1,440 00	{ The remarks in connection with the Crown Timber Office at Ottawa respecting salaries, apply to the Collector's Office at Quebec.
Collector at Quebec	H. J. Chaloner, Acting Agent	Quebec .....	.....	.....	.....
	Henry John Miller, Assistant	"	1883, September 13 .....	.....	1,200 00
	William Miller, Clerk	"	1872, November 7	1,000 00	1,000 00	

*The Local Governments of Ontario and Quebec have each paid Deputy Slide-master up to 31st December, 1883, \$150 per annum in addition to the amount paid by Public Works. Allowance by the Provincial Governments increased to \$250 each, per annum, from 1st January, 1884.

G. B. COWPER, Chief Clerk in Charge,

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
Toronto, 31st December, 1887.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX

WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

QUANTITIES AND DESCRIP-

AGENCIES.	Area covered by Timber Licenses.	SAW LOGS. (A Standard is 200 feet B. M.)				Oar Logs.
		White Pine.		Other.		
	Square miles.	Pieces.	Standards.	Pieces.	Standards.	Pieces.
Ottawa Timber District...	6,698	2,072,349	1,340,765	10,607	4,181	183
Belleville Timber District..	1,324	804,675	452,260	19,701	7,767	.....
Western Timber District..	7,828	1,773,234	1,045,991	537	217	.....
Total	15,850	4,650,258	2,839,016	30,845	12,165	183

GENERAL STATEMENT OF

AGENCIES.	Railway Ties.	Hemlock.		Cordwood.		Fence Rails.	Pile Timber.	Telegraph Poles.	Traverses.	Lineal feet Cedar.
	Pieces.	Pieces.	Feet.	Hard Cords.	Soft Cords.	No.	Feet B. M.	No.	Pieces	Feet.
Ottawa Timber District.	85,043	.....	.....	122	817	.....	.....	140	2942	183,701
Bellville Timber Timber.	43,581	837	34,280	158	62	.....	.....	365	.....	202,539
Western Timber District.	647,518	.....	.....	2,388	44,713	1,690	6,765,244	2,439	214	.....
Total	776,142	837	34,280	2,668	45,592	1,690	6,765,244	2,944	3156	386,240

G. B. COWPER,
Chief Clerk in Charge,

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1887.

No. 9.

FORESTS.

Rent and Bonus during the year ending 31st of December, 1887.

TION OF TIMBER.

SQUARE TIMBER.				Boom and Dimension Timber.		Elm, Ash, Spruce Maple, Birch and White Wood.		Oak.		Tamarac.	
White Pine.		Red Pine.									
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Stand- ards.	Pieces.	Feet.	Pieces	Feet.	Pieces	Feet.
15,322	793,301	10,657	423,796	79,712	70,328	{ E. 117 M. 4 A. 4	{ 1,970 79 157	8	137	199	4,061
2,079	91,388	.....	.....	15,660	16,978	{ E. 13 B. 1 A. 1	{ 485 30 31	.....	.....	113	3,758
20,448	1,128,498	853	37,407	51,916	68,778	A. 6	256	2	59	2	56
37,849	2,013,187	11,510	461,203	147,288	156,084	{ E. 130 M. 4 B'ch 1 A. 11	{ 2,455 79 30 444	10	196	314	7,875

TIMBER, ETC.—Continued.

Cedar Posts.	Cords Bolts.	Spruce Spars.	Binders	Lineal feet Hemlock and Spruce	AMOUNTS ACCRUED.				
					Interest, Trespass, etc.	Timber Dues.	Ground Rent.	Bonus.	Total.
Cords.	No.	No.	No.	Feet.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
.....	361	26	140	.....	1,452 17	230,000 60	21,448 00	.....	252,900 77
1,734	15	.....	.....	1,449	1,647 22	75,148 86	5,421 00	59 58	82,276 66
1,058	2728	.....	.....	.....	12,113 31	216,913 72	30,081 75 * 1,251 00 *	25,272 86 398,707 36	684,340 00
2,792	3104	26	140	1,449	15,212 70	522,063 18	58,201 75	424,039 80	1,019,517 43

* Ground rent and bonus of sale of 15th December, 1887.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 10.

Return of the number of locattees and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of settlement duties, and of patents issued under the "Free Grants and Homesteads Act" during the year 1887.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots the locations of which have been cancelled.	Number of patents issued.
Baxter	Muskoka.....	Theo. C. Taylor, Bracebridge.	2	259	..	..	..	..
Brunel			3	346	..	..	1	8
Chaffey			5	600	..	..	5	5
Draper			10	1,014	..	..	9	2
Franklin			6	575	2	147	2	14
Macatlay			2	403	..	..	4	8
Medora			3	1,146	2	51	9	7
Monck			5	615	..	..	6	3
Morrison			5	635	..	..	2	1
Muskoka			3	437	..	..	4	1
McLean			5	770	1	111	8	2
Oakley			6	757	1	26	6	4
Ridout			4	362	..	..	1	1
Ryde			5	606	..	..	6	10
Sinclair			11	1,582	2	46	7	16
Sherborne			6	766	1	31	..	..
Stephenson			5	534	..	..	8	5
Stisted			10	1,152	1	146	3	15
Watt			6	675	3	117	5	3
Wood .....			..	..	..	..	..	9
Cardwell	Parry Sound	Mrs. T. Mackay, Parry Sound.	4	500	..	..	7	6
Carling			11	1,801	..	..	6	4
Christie			3	398	2	108	4	4
Ferguson			2	301	..	..	4	3
Foley			5	964	..	..	9	1
Hagerman			2	302	..	..	1	2
Humphry			2	344	2	182	6	2
Monteth			3	508	..	..	1	5
McConkey			4	..	..	..	4	6
McDougall			3	561	..	..	..	..
McKenzie			1	180	..	..	6	2
McKellar			3	600	1	98	1	3
Shawanaga			6	809	..	..	3	3
Wilson .....			..	..	..	..	..	..

Armour.....	16	2,344	2	200	14	23
Bethune.....	7	1,275	3	18	7	8
Joly.....	20	3,452	2	4	15	1
McMurrich.....	19	3,040	5	22	19	21
Perry.....	12	1,607	1	84	18	34
Proudfoot.....	13	2,270	.....	.....	6	2
Chapman.....	6	1,052	2	56	5	9
Croft.....	4	452	1	110	9	7
Ferrie.....	2	398	.....	.....	.....	2
Gurd.....	5	1,006	2	3	.....	3
Lount.....	8	1,054	1	1	4	3
Macfar.....	14	2,091	6	204	11	10
Mills.....	9	1,418	1	10	5	.....
Pringle.....	2	409	1	9	.....	.....
Ryerson.....	7	1,200	.....	.....	1	15
Spence.....	7	1,011	.....	.....	14	20
Strong.....	6	1,090	1	1	7	18
Hardy.....	.....	.....	.....	.....	.....	.....
Hinsworth.....	.....	.....	.....	.....	.....	.....
Laurier.....	35	6,420	3	250	32	14
Nipissing.....	19	3,335	1	18	5	2
Patterson.....	13	1,987	2	200	4	15
.....	.....	.....	.....	10	.....	1
Anson.....	1	100	2	55	.....	4
Glanorgan.....	15	2,055	.....	.....	7	9
Hindon.....	.....	.....	.....	.....	1	.....
Latterworth.....	6	518	.....	.....	6	4
Minden.....	5	600	.....	.....	4	4
Stanhope.....	3	259	.....	.....	7	4
Snowdon.....	7	796	.....	.....	6	3
Anstruther.....	.....	.....	.....	.....	.....	.....
Chandos.....	2	185	.....	.....	1	.....
Cardiff.....	13	1,757	2	39	8	3
Haliburton.....	11	1,526	.....	.....	11	5
Monmouth.....	18	1,973	1	5	17	4
Galway.....	12	1,206	1	9	5	2
Bangor.....	3	288	.....	.....	2	.....
McClure.....	.....	.....	.....	.....	.....	.....
Wicklow.....	.....	.....	.....	.....	.....	.....
Carlow.....	3	500	.....	.....	2	.....
Cashel.....	2	300	.....	.....	2	2
Dungannon.....	10	1,205	.....	.....	2	3
Faraday.....	20	3,204	3	301	9	7
Ferschel.....	6	828	2	135	2	2
Limerick.....	9	1,192	1	42	8	2
Mayo.....	2	273	3	3
Monteagle.....	10	928	1	47	2	1
Wollaston.....	2	126	2	7
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APPENDIX No. 10.—Continued.

Return of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of per- sons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots, the locations of which have been cancelled.	Number of patents issued.		
Abinger	Addington	G. W. Dawson, Plevna.	5	700	5	12	4	1		
Denbigh	do		12	1,518	5	12	4	2		
Canonto, South	Frontenac		1	200			2	5		
do	do									
Clarendon	do		14	1,548	2	280	12	8		
Miller	do		8	982			5	2		
Palmerston	do		13	1,810	3	110	5	8		
Algona, North	Renfrew	Jas. Reeves, Eganville.								
do South			6	636	1	52	5	1		
Brougham										
Grattan			4	339	2	134		3	2	
Hagarty			9	999	1	11		4	3	
Richards			1	92					2	
Wilberforce			2	200	2	102		7		
Brudenell	Renfrew	John Whelan, Brudenell.	11	1,128				5		
Griffith								4	5	
Lyndoch			6	810					1	
Matawatchan			9	1,036				1	2	
Radclyffe			2	384				3	1	
Raglan			7	1,000					6	
Sebastopol	Renfrew	J. D. Kennedy, Pembroke.	7	864	1	75		1		
Sherwood			4	551	1	49	4	1		
Alice			7	694				2		
Buchanan			13	1,347	3	245		8	3	
Fraser										
Head			2	257						
Maria	Renfrew		1	97						
McKay										
Petewawa			12	1,422						
Rolph			2	299				10	3	
Wylie			3	247					1	
Pembroke & Mattawan Road										

Bonfield.....			30	3,197	6	472	5	1
Calvin			23	2,854	6	498	10	
Ferris			34	4,790	5	313	14	
Mattawan			2	239			2	
Papineau			13	1,300			10	
(C.L.)								
Averes								
Korah			1	160	1		1	4
Prince			8	1,184			3	5
Parke			2	238	2		2	
Plummer								7
St. Joseph Island								
			26	2,711	1	2	24	21
Blake			4	640				
Connee			2	330				
Crooks								
Dawson Road								
Gillies			8	1,177				
Lybster			1	161				
Oliver			20	3,100	1	159	18	3
O'Connor								
Patpouge			29	4,233	1	39	19	
Total			902	122,772	109	5,694	612	549

JOSEPH J. MURPHY,
Clerk in Charge.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1887.

APPENDIX No. 11.

FISHERIES.

COPY OF AN ORDER IN COUNCIL, APPROVED BY HIS HONOUR THE LIEUTENANT-GOVERNOR,
THE 26TH DAY OF MAY, A.D. 1887.

Upon the recommendation of the Honourable the Commissioner of Crown Lands, the Committee of Council advise, that the accompanying regulations under "The Ontario Fisheries Act, 1885," be approved of and established by Your Honour.

Certified,

J. LONSDALE CAPRÉOL,

Asst. Clerk Executive Council,

Ontario.

The Honourable

THE COMMISSIONER OF CROWN LANDS.

The Commissioner of Crown Lands has the honour to recommend to the Executive Council that the following regulations be made under "The Ontario Fisheries Act, 1885," namely :—

1. That leases granted for the purpose of conveying the fishing rights pertaining to public lands adjoining the rivers, streams and lakes of the Province, shall be for the depth of one chain inland from the water's edge.

2. Such leases shall be granted as far as practicable to responsible parties, able and willing to improve the lakes and rivers and guard them well. Applicants having in view the personal use and enjoyment of the fishing rights to be generally preferred to such as may offer higher rents with a view to farming or sub-letting the right to fish. Care to be taken that residents in the Province be allowed to enjoy a due proportion of the fishing rights.

3. That the valuation of the lands for rent shall be based on the character and condition of the rivers, streams and lakes which they adjoin, as made known to the Department of Crown Lands by reports of official Inspectors or private individuals, all such reports to be considered confidential, and not to be communicated to other parties without the express authorization of the Commissioner of Crown Lands. Offers made by applicants for leases not to be communicated to other applicants.

4. That leases of lands made and granted under the provisions of "The Ontario Fisheries Act," shall not be held to convey the right to work any mine that may be found on such lands, or to cut any timber thereon.

5. That licenses and permits to fish shall be granted upon the payment in advance of such fees as the Commissioner of Crown Lands may from time to time determine, and shall be valid until the close of the angling season of the year in which it is granted.

6. That excessive or wasteful fishing or killing of fish shall involve the cancellation of the lease, license or permit covering the waters in which it has taken place.

7. That it be obligatory upon any person who has no domicile in the Province of Ontario, and who desires to fish in the rivers, streams or lakes under the control of the Province, to procure a permit or license to that effect from the Commissioner of Crown Lands before beginning to fish.

8. That no person shall, except under authority of a fishery lease, fishing license or permit, fish for, catch or kill any fish in any inland lake, river or stream adjoining the ungranted lands of the Province.

9. That no person shall, without lawful authority, fish for, catch or kill, by any device or means, any fish during their spawning time, or disturb or destroy their spawn or spawning-beds.

10. That it shall not be lawful to fish for, catch or kill brook trout, salmon trout, white fish, bass, pike, pickerel, maskinongé, tulibee, grayling, herring or perch, in any inland lake, river or stream under the control of the Province, by any device or means other than by hook and line, or angling, except in waters leased or licensed for the express purpose of net-fishing.

11. That it shall not be lawful to use any explosives, or chemical material, or compound, for the purpose of killing or catching fish.

12. That fishing by torch-light, or other artificial light placed in or above the water, is prohibited.

13. That no person shall fish for, catch, kill, buy, sell, or have in possession any fish at times when the taking or killing of fish is prohibited by lawful authority.

14. That parties holding leases under the provisions of "The Ontario Fisheries Act" shall not have any recourse against the Government of the Province for any hindrance to their use and enjoyment of the fishing rights pertaining to the lands leased, by the operation of any law enacted or that may be hereafter enacted by the Parliament of Canada, or by any action of the Government of Canada, or any person employed thereunder.

15. It shall not be lawful to use or set in any of the inland rivers, streams or water courses within the Province, any net, rack, trap, weir or obstruction for the purpose of catching fish, or whereby the free passage of fish up and down the same may be obstructed or prevented.

16. The catching, killing or molesting of fish when passing or attempting to pass through any fishway or fish-pass, or in surmounting any obstacle or leaps, the use of any invention to catch, kill or molest fish in the mill-heads and water-courses appurtenant thereto, are hereby forbidden.

17. It shall not be lawful to put into any waters in any inland river, stream or lake in the Province where fish are taken, any offal, blood, putrid brine, putrid fish or other deleterious substance, and all fish offal or filth of any description whatsoever accruing from the catching and curing of fish, shall be burned or buried twenty yards distant from the water's edge of said river, stream or lake.

Close Seasons.

It shall not be lawful to fish for, catch, kill or have in possession :

Speckled Trout, between the 15th September and 1st May.

Pickerel (Doré), between the 15th April and 15th May.

Bass and Maskinongé, between the 15th April and 15th June.

White Fish and Salmon Trout, between the 1st November and 30th November.

T. B. PARDEE,

Commissioner of Crown Lands.

Department of Crown Lands,
Toronto, 5th May, 1887.

APPENDIX No. 12.

FISHERY OVERSEERS,

UNDER THE ONTARIO FISHERIES' ACT.

NAME.	DISTRICT.	POST OFFICE ADDRESS.	SALARY.
Newton Flanagan	River Nepigon, Lake Nepigon and adjacent waters....	Red Rock	\$50 00
John H. Wilmot	District of Muskoka	Beaumaris	50 00
Francis James Moore	County of Peterborough, Provisional County of Haliburton, and that part of the County of Victoria south of the District of Muskoka.	Lakefield	50 00

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 30th, 1887.

APPENDIX No. 13.

RED ROCK, NEPIGON RIVER,
16th December 1887.

The Honourable
THE COMMISSIONER OF CROWN LANDS,
Toronto.

SIR,—I beg most respectfully to submit my report, as Fishery Overseer for River and Lake Nepigon and adjacent inland waters, for the past season.

The only mode of fishing that has been carried on here was by angling with artificial fly, or by hook and line with bait, more particularly the former, indeed, almost entirely so; no attempt has been made to fish with nets or other means for the purpose of sale or profit, and no destruction of fish by any illegal methods has taken place; the laws and regulations have been generally well observed by anglers, who have, during the past season, visited these waters.

A greater number than for some years past visited the Nepigon this last season for the purpose of angling; all duly made application for and were granted special permits in accordance with instructions from your department; one hundred and two (102) persons made application for and received special permits to fish; of this number, seventy-three were issued to residents of the United States, two to gentlemen from England, and twenty-seven to inhabitants of our own Province. The sum of three hundred and seventy-five dollars (\$375.00) was collected for permits issued, all of which, along with statements, permit books, etc., have been forwarded to the Department at Toronto.

The varieties of fish found in River and Lake Nepigon comprise principally, brook or speckled trout, which run to a large size, up to seven pounds in weight, and are of a splendid quality, frequenting mostly the pools at or below the many rapids on the stream, as well as in all streams flowing into the large Lake Nepigon. Lake trout are found in abundance in Lake Nepigon, and also frequent the lake-like stretches of the river. White fish abound in all of these waters; other varieties, such as pickerel, perch and jackfish or pike, are found in different localities, more so about the mouth of the river and out-lying waters.

I have every reason to believe that each succeeding year will see an increased number of anglers coming to the Nepigon, and I know it is the earnest wish of every gentleman who loves to cast a fly, that your Government would jealously guard this noble and beautiful stream from the nets, etc. of the spoiler.

With the greatest respect,
Your obedient servant,

(Signed) NEWTON FLANAGAN,
Fishery Overseer.

APPENDIX No. 14.

BEAUMARIS, 15th December, 1887.

To the Honourable
 COMMISSIONER OF CROWN LANDS,
 Toronto.

SIR,—I have the honour to transmit to you my annual report respecting the fisheries in the district over which I am overseer.

During the past season anglers as a rule have met with fair success, but the supply of bass and pickerel does not come up to that of a few years ago; this is accounted for by the yearly increase of visitors to this District.

The practice of netting is on the decrease, and my confiscation of several nets has been the means of stopping many who formerly were in the habit of using them. Spearing on the spawning beds is one of the greatest sources of destruction of fish; this mode of obtaining fish is of rare occurrence on Lakes Muskoka, Rousseau and St. Joseph, but is practised to some extent on Trading, Peninsula, Mary, Fairy and Vernon Lakes, and in most warters where salmon trout are plentiful, and although I have been most anxious to secure a conviction and have spent many nights on the lakes for that purpose, I regret to say I have been unsuccessful.

Mill owners, as a rule, are now using all necessary precautions to prevent the escape of saw-dust and mill rubbish into the lakes and rivers.

The seasons for taking fish are fairly observed, with the exception of those who make a practise of spearing. The varieties mostly destroyed by this means are salmon trout, speckled trout and white fish. I may mention that the varieties of fish met with in this District are :—

Lakes Muskoka, Rousseau, Joseph and adjacent waters—Bass, pickerel, salmon trout, white fish, herring and perch.

Lakes Vernon, Fairy, Peninsula and Mary, principally salmon trout.

Trading Lake—Salmon trout and speckled trout.

Moon and Musquash Rivers and coast of Georgian Bay—Bass, pickerel and maskinongé.

All the inland waters in this district are invested with suckers and ling, which, during the spawning season, feed principally upon the spawn of other fish.

To look after the fisheries of this district thoroughly would occupy one's entire time and would consequently incur considerable expense. My object has been to endeavour to put down existing evils, at the same time incurring as little expense as possible.

I am, Sir,

Your obedient servant,

(Signed) JOHN H. WILLMOTT.

APPENDIX No. 15.

LAKEFIELD, 28th December, 1887.

To the Honourable

THE COMMISSIONER OF CROWN LANDS,

SIR,—I have the honour to submit herewith my first report in connection with fisheries under and within my inspectorate.

Since my appointment in August last, I have visited officially a large portion of the district under my charge, and find that the laws relating to the regulations of the fisheries are fairly well observed. No violations of the law have come directly under my notice but I have reason to believe that fishing with the aid of the Jack Light and spear, and even with dynamite, have been practised and may yet be practised to a very limited extent.

The varieties of fish abounding in the back lakes of the Peterboro' district are principally bass, maskinongé, salmon trout and brook trout.

Since my appointment last August I have received the sum of \$20 for fishing permits, which amount I forwarded you.

In closing my necessarily brief report I can give you the assurance that so far as possible the laws and regulations relating to the fisheries of this district will be strictly and impartially enforced.

I have the honour to be, Sir,

Your obedient servant,

(Signed) F. J. MOORE,
Fishery Overseer.

APPENDIX No. 16.

STATEMENT of the number of letters received and mailed by the Department in 1885, 1886, 1887.

YEARS.	BRANCHES.						Totals.	Names indexed.	Enclosures.	Orders in Council.	Returned—not called for at address.	Mailed from the Department.
	Sales and Free Grants.	Accountants.	Surveyors.	Woods and Forests.	Colonization Roads.	Transferred to other Departments.						
1885	8,116	1,236	1,742	2,538	2,448	29	16,129	20,000	30,000	26	25	20,059
1886	7,590	1,088	1,877	2,855	2,487	30	15,927	20,000	30,000	13	40	20,368
1887	7,427	1,112	2,031	3,059	2,535	9	16,173	21,000	31,000	17	21	21,250

JOHN MORPHY,
Registrar.

AUBREY WHITE,
Assistant Commissioner.

Toronto, December 31st, 1887.

APPENDIX No. 17.

STATEMENT of Municipal Surveys for which Instructions were issued during the year 1887.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	John McAree	543	12th April, 1887	To survey lots numbers 172, 173, 174, 175, 177, 178 and 179 in the 2nd range south-west of the Toronto and Sydenham Road, and lots numbers 171, 172, 173, 174, 179 and 180 in the 3rd range south-west of said road, and to plant durable monuments at the front and rear angles thereof—all in the Township of Artemesia.	
2	H. B. Proudfoot	544	2nd June, 1887	To survey lots numbers 28 and 29 in the 3rd and 4th Concessions of the Township of East Wawanosh, and to plant durable monuments at the front and rear angles thereof.	
3	A. J. B. Halford	545	29th August, 1887	To survey the line in centre of the road in rear of the lots east of the River aux Puce, and to plant durable monuments at the angles of the lots on the west side of the said road allowance in the Township of Maidstone.	

GEORGE B. KIRKPATRICK, P.L.S.

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,

TORONTO, December 31st, 1887.

AUBREY WHITE,

Assistant Commissioner.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount paid.	No. of Acres.
1	29th May, 1885.	J. W. Fitzgerald.	Township of Clara.	\$ cts.	55,311
2	29th May, 1886.	G. B. Abrey.	" Strange	51 45	24,512
3	29th May, 1886.	Thos. O. Bolger.	Examination of land at Rainy River.	15 84	
4	23rd May, 1887.	Alex. Niven.	Outlines of townships at head of Lake Temiscaming (120 miles).	29 00	
5	31st May, 1887.	Elihu Stewart.	Township of Edgar.	3,600 00	
6	31st May, 1887.	F. Purvis.	" Hilliard.	3,926 23	56,089
7	31st May, 1887.	C. D. Bowman.	" Bucke.	1,609 51	22,993
8	31st May, 1887.	C. J. Saunders.	" Brethour.	1,596 63	22,809
9	31st May, 1887.	D. Beatty.	" Harley.	1,425 97	20,371
10	31st May, 1887.	T. B. Speight.	" Dymond.	1,611 68	23,024
11	29th June, 1887.	G. B. Kirkpatrick.	Inspection at Keewatin, Sault Ste. Marie, etc.	1,515 23	21,047
12	11th May, 1887.	P. Burnet.	Examining and settling survey of Sumnidal (con. 1).	348 00	
13	26th May, 1887.	W. O. Johnston.	Surveying Reserve and Islands at Sault Ste. Marie.	162 60	
14	16th July, 1887.	H. R. McEvoy.	" Timber Berths 41 and 49 North Lake Huron.	293 50	
	7th October, 1887.	F. L. Foster.	For drawing maps.	612 00	
		H. K. Wickstead.	For map of part of Rainy River District.	348 00	
			The Copp, Clark Company, lithographed Township and District Maps.	30 00	
			The Map and School Supply Company, mounting Maps.	1,499 63	
			C. W. Irwin, duty and entry charges on Maps from C. M. Smith, N. Y.	225 00	
			W. R. Kirkpatrick, copying plans, field notes, etc.	25 50	
				182 00	
				\$19,107 83	246,756

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1887.

APPENDIX No. 19.

STATEMENT of Crown Land Surveys in progress and amounts advanced up to date during the year 1887.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Advanced.
1	29th May, 1886.	J. W. Fitzgerald.	Township of Fitzgerald.	\$ cts. 39 22
2	31st May, 1887.	Thos. Byrne.	" Anglin.	3,450 00
3	31st May, 1887.	J. W. Fitzgerald.	" White.	3,350 00
4	31st May, 1887.	H. B. Proudfoot.	" Harris and Casey.	2,400 00
5	31st May, 1887.	Jos. DeGurse.	" Garson.	1,475 00
6	31st May, 1887.	Richd. Coad.	" Hyman.	1,500 00
7	31st May, 1887.	F. Bolger.	" Foster.	1,475 00
8	31st May, 1887.	J. S. Laird.	" Lumsden.	1,350 00
9	10th June, 1887.	Jas. Dickson.	Inspection of Surveys.	2,926 20
10	14th December, 1887.	H. DeQ. Sewell.	Base line in Districts of Thunder Bay and Rainy River.	1,200 00
11	14th December, 1887.	A. L. Russell.	Survey of lakes in Districts of Thunder Bay and Rainy River.	1,200 00
				\$20,365 42

AUBREY WHITE,
Assistant Commissioner.GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1887.

APPENDIX No. 20.

STATEMENT of Mineral Lands which have been patented in Unsurveyed Territory in the District of Rainy River, during the year 1887

No.	Description.	PATENTEE.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
R. R. 1		G. A. Graham and Donald McKellar.	Mining Locations, 10 E, 11 E, 12 E, Atic Okan River.	210	420 00	27th May, 1887.
" 2		A. W. Bradley	" " R 72, R 73, Osinauwe Lake.	138½	277 00	8th June, "
" 3		W. W. Russell	" " R 75, Osinauwe Lake	66	132 00	2nd July, "
" 4		Council of Township of Rat Portage.	Block north of Hudson Bay Co.'s block, Rat Portage, for Park and Cemetery	37	34 00	15th "
" 5		A. C. Bruce	Mining Location, 50E, 51E, Carp Lake, Hunter's Island.	236½	473 00	4th August, "
" 6		John McKellar, <i>et al.</i>	" R 71, Osinauwe Lake	24	48 00	2nd September, "
" 7		John McKellar, <i>et al.</i>	Right to mine under road allowance in front of R 71, Osinauwe Lake.			
" 8		Robt. A. Mather	Mining Location, 122, Keewatin, Lake of the Woods	18	16 00	7th October.
" 9		Richard Fuller	" I 21, Keewatin.	18	36 00	13th "
" 10		Thomas A. Gorham.	" 211 P, Clear Water Bay, Lake of the Woods.	50	36 00	13th "
" 11		A. C. Bruce.	{ 52E, 53E, 54E, 55E, 56E, 57E, 59E, 60E, on Cy- press or Otter-Track Lake, Jasper Lake and Lilypad Lake, Hunter's Island.	992	100 00	" "
" 12		A. C. Bruce.	" 58E, 61E, 62E, 63E, 64E, 65E, Emerald Lake, Hunter's Island		1984 00	7th November, "
" 13		T. W. Dobbie, <i>et al.</i>	" 218E, 219P, Pine Portage Bay, Lake of the Woods	376	752 00	7th "
" 14		J. C. Hunter and D. A. Petre.	" K 74, K 75, La Seine River	351	702 00	2nd "
12252 AA		Hudson Bay Company.	Block of Land at Rat Portage	487	974 00	23rd December, "
				690	Free.	14th "
				3694½	\$5984 00	

GEORGE B. KIRKPATRICK, P. L. S.,
Chief Clerk in Charge.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1887.

APPENDIX No. 21.

STATEMENT of Mineral Lands which have been patented in Unsurveyed Territory in the Districts of Thunder Bay and Algoma, during the Year 1887.

No.	No. of Description.	PATENTER.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
2012	Oliver Daunais		North $\frac{1}{2}$ of north $\frac{1}{2}$ of lot 6 in 5th Con., township of Gillies.....	79	\$ 158 00	28th January, 1887.
2013	William A. Allan		That part of lot 1 lying immediately north of R 161 in 2nd Con., Marks			" "
2014	Oliver Daunais		Mining Location, 54r, south of Paipoonge	80	160 00	" "
2016	D. McKellar and G. A. Graham		Mining Location, 35g, east of Jack Fish Bay, Lake Superior.....	153	306 00	" "
2021	W. H. McDonald and H. A. Christy		McDonald Mining Location, on island near Portlock Harbour, Lake Huron.....	80	160 00	12th February,
2022	William A. Allan		Mining Location, R 238, Atic Lake, north of Arrow Lake	104	208 00	19th March,
2033	P. A. Ferguson and J. L. Caverhill		" A, B and Island C, in Lake Tamagami	147	294 00	21st "
2037	Arthur Harvey		R 230, north-west of White Fish Lake	90	180 00	6th April,
2046	A. F. Mills and J. F. Rutlan		R 267, south-west of White Fish Lake	79	158 00	21st "
2047	Jas. F. Rutlan		R 264, south-west of White Fish Lake	82	164 00	6th June,
2055	Wm. A. Allan, <i>et al.</i>		R 289, south-west of White Fish Lake	80	160 00	" "
2056	Wm. A. Allan		R 268, R 269, Atic Lake	80	160 00	8th August,
2057	Wm. Ward, <i>et al.</i>		1P, 2P and Flat Point Islands A and B, Township McKinnon	155	310 00	5th "
2062	S. W. Ray and W. A. Allan		19g, Atic Lake	319 $\frac{1}{2}$	639 00	8th "
2063	L. H. Coxetter		R 100, Savanne River	79	158 00	18th "
2066	W. A. Allan		Water lot in front of R 238, Atic Lake	75	75 00	11th "
2066A	W. A. Allan		Release of Road allowance in front of R 238, Atic Lake	22	44 00	30th "
2082	Jas. Rood, Jr.		Mining Location, 291r, 292r, 293r, 295r, Gun Flint Lake	6	6 00	24th "
2085	Christina Healey		31e, Sand River, West of White Fish Lake	722	1444 00	1st October,
2086	Gustave d'Odett d'Orsonens, <i>et al.</i>		{ A, B, D, E, H, I, West of Desbarat's Location, Lake Huron	80	160 00	10th "
2100	Jas. Rood, Jr.		294r, 296r, 297r, 298r, 299r, Gun Flint Lake	1600		{ 11th October, 1887, in lieu of 973, 29 July, '75.
2099	William Sedgewick		1X, 2X, 3X, 4X, 5X, 6X, 7X, North Lake, near Gun Flint Lake	551	1102 00	2nd November 1887.
2091	F. D. Moore		E, near Straight Lake	1424	2848 00	3rd "
2092	E. D. Moore		F, near Straight Lake	160	320 00	24th October,
2098	W. C. Caldwell		R 311, R 313, R 315, R 317, R 319, Gun Flint Lake	80	160 00	" "
			Carried forward	874	1748 00	" "
				7195 $\frac{1}{2}$	11122 00	

APPENDIX No. 21.....Continued.

STATEMENT of Mineral Lands which have been patented, etc.

No.	No. of Description.	PATENTEE.	Description of Mining Tracts.	Acres.	Amount. \$ c.	Date of Patent.
			<i>Brought forward</i>	7195½	11122 00	
2125		T. Marks, <i>et al.</i>	Mining Location, R 282, R 281, north of Macgregor.	295	590 00	15th December, 1887.
2126		C. E. Shannon, <i>et al.</i>	" " R 310, south side of Sand Lake.	97	194 00	" " "
2128		C. M. Parkhurst, <i>et al.</i>	" " R 329, north of Arrow Lake.	80	160 00	" " "
2129		W. H. Laird.	" " R 78, north-west of White Fish Lake.	160	160 00	" " "
			Total.	7827½	12226 00	

GEORGE B. KIRKPATRICK, P. L. S.,
Chief Clerk in Charge.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1887.

APPENDIX No. 22.

Number of Patents issued by the Patents Branch during the year of 1887.

Public Lands (late Clergy Reserve).....	52
Crown	310
Free Grants	221
Free Grants under Act of 1880.....	258
Mining	148
School	109
Licenses of Occupation.....	3
<hr/>	
Total	1,101

AUBREY WHITE,
Assistant Commissioner.

ARTHUR J. TAYLOR,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1887

APPENDIX No. 23.

STATEMENT OF THE NAMES OF CANDIDATES WHO HAVE PASSED THEIR EXAMINATIONS BEFORE THE BOARD OF EXAMINERS OF LAND SURVEYORS FOR ONTARIO, DURING THE YEAR 1887.

PRELIMINARY CANDIDATES PASSED.

Louis Rorke,
Thomas Herbert Taylor.
Abel S. Weekes.

Albert Dyke Griffin.
Robert Kirkpatrick.

FINAL CANDIDATES PASSED AND SWORN AS PROVINCIAL LAND SURVEYORS.

Herbert Joseph Bowman, Graduate
School of Practical Science.
Joseph Philippe Baby-Casgrain, D.L.S.
Henry Lionel Esten.
Owen McKay, Graduate School of
Practical Science.
John Richard Odium Vicars, D.L.S.
Hugh Burnet, D.L.S.
Eder Eli Henderson, Graduate
School Practical Science.
Frederick Henry.

James Henry Kennedy, Graduate
School Practical Science.
William Lyon Mackenzie.
Vaughan Maurice Roberts, D.L.S.
Frederick John Ure.
Arthur Meyer Bowman, Graduate
School Practical Science.
Robert Laird, Graduate School
Practical Science.
Edward Joseph Rainboth, D.L.S.
John Stewart, D.L.S.

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of April and November, in every year, unless such Monday be a holiday (in which case they shall meet on the day next thereafter, not being a holiday). Section 6, Chapter 152, Revised Statutes of Ontario of 1887.

PRELIMINARY EXAMINATION.

All persons, with the exception of Graduates of the Royal Military College at Kingston, and of the Ontario School of Practical Science, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects: Penmanship, Orthography, Fractions, Decimals, Square Root, Logarithms, Algebra (including Equations to the first degree), Euclid (first four books), Plane Trigonometry, the Rules for Spherical Trigonometry, Mensuration of Superficies, the use of Ruling Pen and construction of Plain and Comparative Scales.

FINAL EXAMINATION.

Final Candidates, before obtaining a License to practise, undergo a strict and searching examination before the Board of Examiners in the following subjects, viz.: Geometry, including the first six books of Euclid (with the exception of the last thirteen propositions of the Fifth Book); Algebra, including Progressions, Plane and Spherical Trigonometry;

Mensuration of Superficies ; Laying out and dividing up of Land ; Descriptions by Metes and bounds for Deeds and other documents ; the Use and Adjustment of Surveying and Levelling Instruments ; the laying out of Curves ; Practical Astronomy, including finding of time, latitude, longitude, Azimuth, Variation of the Compass, and drawing Meridian lines ; the Acts relating to the Survey of Lands in Ontario, the general Mining Act, the Registry Act (so far as it refers to Plans), the Municipal Acts, (so far as they relate to Roads Surveys and Drainage), the Ditches and Water Courses Act ; the Theory and Practice of Levelling ; the Principles of Evidence ; Drawing of Affidavits ; Taking of Field Notes and Preparing Plans ; the Rudiments of Geology and Mineralogy, and the Sufficiency of their Surveying Instruments.

AUBREY WHITE,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1887.

SURVEYORS' REPORTS.

(Appendix No. 24.)

TOWNSHIP OF LUMSDEN.

DISTRICT OF ALGOMA.

ESSEX CENTRE, ONTARIO,

December 12, 1887.

SIR,—In compliance with your instructions bearing date May 31st, 1887, I have made a survey of the Township of Lumsden, in the District of Algoma, and I have the honour to report thereon.

I travelled by rail to Chelmsford Station, on the Canaadin Pacific Railway, thence by bush road through the township of Rayside, to the township of Lumsden. I found the north boundary of Rayside, and a post marking the north-west angle of lot four. Taking an observation of Polaris at this point I retraced the north boundary east across lots numbers four and three, further east I could find no trace of the line. From the post at the north-west angle of lot number two I produced the line due east eighty chains and twenty links; the width given for lots one and two in the township of Rayside. Being unable to find the post marking the north-east corner of the township of Rayside I planted a post in the proper place for the south-east angle of the township of Lumsden. Thence I proceeded with the survey running such lines and planting such posts as directed in my instructions.

The surface of the township is very irregular, swamps and extensive elevations of bare rock alternating.

There is but very little arable land south of the fourth concession. The country has been run over by fire. There are no settlers in the township. The timber is of very little importance, and in a small section of the eastern part of the township I found a few scattered pine of fair quality.

I could find no indications of minerals of any importance. The prevailing class of rock is gneiss.

The Vermillion river crosses the township through the third and fourth concessions. A few small lakes are found at the north and west of the township, but the percentage of water surface is very small.

Accompanying are plans and field notes prepared in accordance with instructions.

Respectfully submitting the above.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

JAMES S. LAIRD.

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 25.)

DISTRICT OF ALGOMA.

TOWNSHIP OF FOSTER.

PENETANGUISHENE, ONTARIO,

November 9th, 1887.

SIR,—I have the honour to submit my report of the survey of the township of Foster, in the district of Algoma, surveyed according to your instructions, bearing date 31st day of May last.

I was obliged to deviate to some extent from your instructions regarding the point of commencement of my survey. Instead of commencing at the south-east angle as directed, I started my survey at the south-west angle.

I trust the following explanation will be deemed satisfactory for my departure from my written instructions.

After a diligent search for the point on Long Lake—an expansion of White Fish River, where Salter's second meridian line crosses. I failed to discover a trace of the line, the country on both sides of the lake being burnt over. I retraced my steps, and returned with my party, examining the shores closely, as we passed along near the west end of the lake, I discovered a well blazed line, running due north; I found this to be the easterly line of an Indian reserve. I followed this up as far as it ran and about two miles farther north I found the post marking the south-west angle of the township. Taking an astronomical observation here, I ran a trial line due east to hit the post planted at the south-east angle of the township by Salter—a distance of five miles, seventy-one chains and seventy-eight links brought me opposite this post; and at a distance of five chains and ninety-five links due north from it; correcting according to this offset, and the distance chained, the bearing of the south boundary is south eighty-nine degrees and seventeen minutes east astronomically.

The lot posts were duly planted on the corrected line, the chaining being from the west to the east.

I retraced and reblazed that part of Salter's second meridian line south of Lac Penage, the portion north of the lake I found had been previously re-run, this portion was chiefly brule.

As will be seen by inspection of the timber map, the township throughout its entire extent is well timbered, white and red pine being very abundant, generally of a medium size and fair quality. The other kinds of timber are maple, birch, elm, ironwood, hemlock, tamarac, and cedar, all of excellent quality.

The surface of the township is broken by high and prominent ridges. There is a rough and broken country on concession five and six, adjoining the Vermillion River. There is a small patch of burnt country in the north-east and north-west corners of the township.

With the exception of the sixth concession, the soil of which consists of a stiff white clay, the township is well adapted for farming. The soil is excellent, consisting of sandy and clay loam. An abundance of excellent timber. It is well watered by numerous creeks and lakes. It is easy of access by means of the Canadian Pacific Railway, which passes within two miles of the north-west corner.

Two rivers of considerable extent, the Vermillion and Spanish are found within its limits. The former is a navigable stream, averaging a width of four chains, with a depth of from seven to eight feet. There are falls and rapids on lots numbers five and six, concession six, and lots number ten and eleven, in concession five. It runs a distance of three and a half miles in the northerly part of the township, its course being slightly south of west and discharges into the Spanish river on the east boundary, at concession five, lot number twelve.

The Spanish River crosses the north boundary about ten chains from the north-west angle, and running in a south-westerly direction, crosses the east boundary at the line between the fifth and sixth concession.

The water in the lakes is deep and clear, containing an abundance of fish, principally black bass.

In many places in the township copper and iron pyrites were found. There were also some slight traces of galena met with. A few specimens of an hematite were found, but no magnetic iron ore.

The variation of the compass was uniform throughout, being $3^{\circ} 51'$ west.

There being no squatters or improvements of any kind, no inspection returns will be required. As regards natural history, I may remark that beaver are found in considerable numbers, moose are found also, and bears of course; and mink are numerous on Vermillion River.

The plan, field notes, with timber map of the township, accompany this report.

I have the honour to be, Sir,

Your obedient servant,

(Signed) FRANCIS BOLGER,
Provincial Land Surveyor.

The Honorable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 26.)

DISTRICT OF ALGOMA.

TOWNSHIP OF HYMAN.

GLENCOE, ONTARIO,
November 15th, 1887.

SIR,—In pursuance of your instructions, dated the 31st day of May, 1887, to survey the township of Hyman, in the district of Algoma, into lots of 320 acres each I have the honour to submit the following report:—

Leaving Glencoe on the 27th day of July, I went by rail to Toronto and Owen Sound, thence by boat to Algoma mills, and again by the Canadian Pacific Railway to camp number forty, about two and a half miles from the south-east corner of the township. There we packed into the township along Spanish River, and took an observation for latitude and a azimuth on the east boundary at the north side of the Spanish River, on the night of the second of August, and commenced the actual survey of the township on the following day, running as a base line, connected with this observation, the line between the first and second concessions. I took two other observations during the progress of the work to secure accuracy, one on lot number seven, concession one, on north side of the Spanish River, on the night of the 13th of August, the second, on line between lots numbers six and seven, in the fourth concession, on the night of the 25th of August. The places of observation are shown on the index map of field notes.

The instruments used were Stanley's six-inch transit theodolite reading to twenty seconds, a five-inch compass of Gurley's make, and steel band chain.

The southern part of the township is traversed by the Spanish River, a stream varying in width from one to six chains, and having many rapids and falls, the largest of which are on lot one, in the first concession, and which will furnish good water power for mills. Falls of considerable height, (some fifteen feet), are also found near the north-east angle of lot nine, in the first concession. The river enters the township on the south boundary, near the line between lots numbers eleven and twelve; it then has its course in a north-easterly and easterly direction, through lots numbers twelve, eleven, ten, nine and eight, and part of seven, in the first concession, and lots seven, six, five, four and part of

three, in the second concession. From this point the course is south-easterly, through lots three, two, and part of one, in the second concession, and part of lot one, in the first concession, leaving the township on the east boundary.

The township north of the river is watered by two large creeks, from fifty links to one chain in width. The westerly one would be of sufficient size to float logs at almost all seasons of the year; it enters the township on the north boundary, on lot number twelve, and runs in a southerly and easterly and south-westerly direction, entering the Spanish River on lot number ten, in the first concession. The easterly creek, somewhat smaller, enters on the north boundary on lot number five, it thence runs in a south-easterly direction, leaving the township on the east boundary near the centre of the third concession.

The country to the south of the Spanish River is hilly and rocky. The timber has been burnt from this part of the township, apparently some six or eight years since, with the exception of a few small patches, where some fairly good pine is found. The part burned is now grown over with second growth of poplar, birch and pine.

On the north side, and in close proximity to the river the country is somewhat broken by rocky ridges, but towards the northern part of the township it becomes more rolling and level. This district north of the river is all green bush, the timber being pretty generally mixed and tolerably uniform throughout, with the exception of small areas where cedar, tamarac and spruce predominate.

The timber is chiefly pine, spruce, balsam, cedar and birch. There is considerable good pine of marketable quality in the township.

Near where the westerly creek above mentioned crosses the line between the first and second concessions, on lot number ten is a splendid mill site. The falls being thirty feet or more in height.

The soil is chiefly sandy with many rocky exposures. Towards the north-west part of the township the soil becomes more of a sandy loam and in places clayey.

The township will be chiefly adapted for grazing, and is well watered with numerous streams.

On some of the rocks along the line between lots numbers six and seven, across the fourth and fifth concession, and some of the rocks on the line between the fourth and fifth concession, to the east of the line between lots number six and seven, there is some little show of mineral.

The township is easy of access from the Canadian Pacific Railway line, and for the most part, along the river and creeks, roads could be made at no very great expense.

All of which is respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

(Signed.) RICHARD COAD,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 27.)

DISTRICT OF NIPISSING.

OUTLINE OF TOWNSHIPS AT THE HEAD OF LAKE TEMISCAMING.

HALIBURTON, ONTARIO,

November 23rd, 1887.

SIR,—I have the honour to submit the following report on the survey of outlines of townships, north coast of Lake Temiscaming, in the District of Nipissing, surveyed under your instructions of the 23rd day of May, 1887.

Leaving Haliburton on the 9th of June and getting to my destination on the 14th, I commenced the survey on the morning of the 15th of June, and completed same on the 10th of October, returning to Haliburton on the 17th of that month.

I commenced my survey at north-west angle of township number one on my last year's work, now called the township of Bucke, and carried on the survey in accordance with instructions. The lines being run east and west and north and south astronomically, and posts planted every mile on the north and south lines, and every half mile on the east and west lines. The townships are numbered as per plan, and the lines were run in the following order:—

- South boundary of township nine.
- West boundary of township nine.
- Boundary between township nine and ten.
- West boundary of township ten.
- Boundary between townships ten and eleven
- West boundary of township eleven.
- Boundary between townships eleven and thirteen.
- Boundary between townships thirteen and fourteen.
- Boundary between townships thirteen and fifteen.
- North boundary of township fourteen.
- East boundary of township fourteen.
- East boundary of township fifteen.
- North boundary of township fifteen.
- North boundary of township sixteen.
- Boundary between townships twelve and thirteen.
- Boundary between townships fifteen and sixteen.
- Boundary between townships twelve and sixteen.
- South boundary of township twelve.
- West boundary of township twelve.
- West boundary of township sixteen.

The details of survey will be found in the field notes and on the plan.

Numerous observations were taken as the work progressed, although only a few are shown in the notes. The magnetic declination varied from six to ten degrees west. The lines were run with a transit, well cut out and well blazed, and all posts protected by stones when they could be had.

The courses given to bearing trees are magnetic. I am glad to be able to report nearly the whole of the townships outlined as good agricultural land, the soil being generally clay, and for the most part free from stone. The land is more rolling and higher than the tract of land south and east, outlined last year. There are some sandy ridges and sandy flats also, and there are numerous high hills, composed altogether of rock, but generally speaking the rock is all in one place and the soil in another. Of the eight townships outlined, four-fifths of the whole area are good farming land, and they are all fit for subdivision.

The timber where not burnt is generally spruce, tamarac, balsam, poplar, balm of gilead, white birch, and pitch pine. There is also cedar in many places and some good white pine, scattered through townships nine and ten and along the south boundary of township twelve. There is also some good pine in the north-east corner of township fourteen and extending to the north and east. The only black birch met with during the survey is on a tract a few miles in length on the boundary between townships twelve and thirteen, this tract of land is high and dry and the timber is the oldest met with north of Lake Temiscaming. Townships nine, ten, eleven and part of thirteen are well wooded, the principal timber being spruce, of fair size and good quality, and which will doubtless be valuable as timber limits at no distant day. The finest white spruce I have seen in Ontario is to be found on the west boundary of township twelve, on both sides of the Blanche River.

The greater part of townships twelve, thirteen, fourteen, fifteen and sixteen is "brule" or burnt country, (tinted pink on plan), now grown up with poplar, white birch, cherry, pitch pine, etc., the date of the fire being about sixteen years ago. In most places the brush is very thick and difficult to get through, but in many places the brule is open and grassy.

The tract of country outlined is comparatively level, but there are many rocky hills of considerable elevation—notably one on the south boundary of township twelve, on lots four and five, which is about five hundred feet over the general elevation of the country, and from which the country can be seen in every direction for a distance of from twenty to forty miles. Along the north boundary of township fourteen there are some high hills and the country to the north of this is mountainous and rocky and unfit for settlement.

The geological formations are Huronian and the Trenton limestone, excepting in township sixteen, where the Laurentian occupies a strip about two miles in width.

I found no traces of minerals; but quartz veins are very numerous, and copper has been found to the north of township fifteen.

The country may be said to be well watered by streams; the Blanche River, with its branches and tributary creeks draining almost the whole area.

There are numerous falls and rapids affording excellent mill privileges on the Blanche and its branches. The first from Lake Temiscaming, (about four feet), occurring in township thirteen, about a mile below the east branch; after passing the fourth concession of township fifteen they are of frequent occurrence, and vary in height from ten to sixty feet; the highest being on the south branch, near the boundary between townships twelve and thirteen.

Wahbees' creek extends through township ten, and has its source near the Montreal River.

There are no lakes except those shown on the south-west corner of township nine and to the north of township fourteen.

The weather was exceedingly warm in July, and during this month rain fell almost every day. August and September were fine, and October to the close of the work was wet. The only time during the whole season that fire would run was towards the end of September.

Our first frost was on the morning of the 26th of August, and the next on the 24th of September, after which the nights were cold.

There being no settlers within the territory outlined, I cannot speak of the crops, and can add nothing to my remarks in last year's report.

The facilities for settlement also remain unchanged. In conclusion I may say, that there are at least two townships of excellent level land west of townships ten and eleven, which I could see from the hills at the north-west angle of township nine and south boundary of township twelve. And I am of the opinion, that there would still be, west of these two, another tier of townships which could be extended north to the west of townships twelve and sixteen, and east to the north of townships fifteen and sixteen.

It is probable that there are one thousand square miles in this tract of good land north of Lake Temiscaming, between the Provincial boundary and the Montreal River.

Herewith I send plan and field notes of survey.

I have the honor to be, Sir,

Your obedient servant,

A. NIVEN,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 28.)

DISTRICT OF NIPISSING.

TOWNSHIP OF EDGAR.

COLLINGWOOD, ONTARIO,
December 28th, 1887.

SIR,—I have the honour to submit the following report on the survey of the township of Edgar, in the district of Nipissing, in accordance with your instructions, bearing date the 31st day of May, 1887.

I commenced the survey at the north-east angle of the township, and worked southerly and westerly from this point.

// The Petewawa River flows across the township from west to east. The country north of this stream is rocky and mountainous, with very little covering of soil, and the timber has nearly all been destroyed by fire, the only exception being a limited portion towards the west boundary.

The country south of the river is much less rugged and broken, and a fair percentage of it might be utilized for grazing purposes and even for the growth of cereals if kept well manured, as evidenced by the very good oats and root crop, to be seen growing on Stuart & Grier's depot farm, near the south-eastern part of the township. // Here, too, the numerous fires that have swept over the country have left but little green timber. The usual growth of small poplar and birch is everywhere met with on the brule. I endeavored to retrace the timber limit lines, but, owing to the fires, I was unable to do so with any degree of accuracy.

No minerals of any value were found during the progress of the work.

A waggon road leads from McKay Station, on the Canadian Pacific Railway to Stuart and Grier's farm, the Petewawa being crossed on a floating bridge. This could be made a very fair road with a moderate outlay of money, and well deserves the attention of those engaged in that branch of the service.

Very few lakes are to be found in the township. Lake Rouge, near the north-west, and Lake Traverse, on the west boundary, being the largest.

I have the honour to be, Sir,

Your obedient servant,

(Signed) E. STEWART,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 29.)

DISTRICT OF NIPISSING.

TOWNSHIP OF ANGLIN.

SARNIA, ONTARIO,
October 17th, 1887.

SIR,—I have the honour to report that in accordance with your instructions, dated the 31st day of May last, I have completed the survey of the township of Anglin.

I commenced the survey by taking an observation of Polaris at the post on the west boundary between the fourth and fifth concessions, which I ran N.69° 08'.20"E., making it the base of the survey, laying off the various side roads and concession lines, in accordance with the instructions and projected plan.

The whole township with the exception of a few small patches has been overrun by fire at different times, destroying all the valuable timber. It is now covered with a dense growth of poplar, cherry, etc.

The general character of the township is hilly, some of the hills are of considerable height.

That portion lying to the south of Crow River, and south and west of Lake Lavielle, is a light, sandy soil, tolerably free from rocks and stones. The timber being mostly poplar.

The portion south of Lake Lavielle is rocky and stony, hardwood land with some good pine.

The balance of the township is light sandy soil, generally stony, and mostly burnt country. I have shown as nearly as possible, on the timber tracing, the tracts of green timber.

In the north-eastern part of the township, I found a number of old clearings, which have been abandoned by the lumbermen and are now grown up with cherry, birch and poplar.

On the whole there is very little timber of any value left in this township.

It is well watered by numerous streams and lakes. The principal streams being the Little Madawaska, in the northern part, and Crow River in the southern part of the township.

The only lake of any importance is Lake Lavielle, which extends from lot number fourteen to lot number thirty-seven, in the third concession, a distance of about six miles, and from the sixth concession it extends south into the township of Dickson.

I saw no valuable minerals. The geological formation is Laurentian.

I have the honour to be, Sir, .

Your obedient servant,

(Signed) THOMAS BYRNE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 30.)

DISTRICT OF NIPISSING.

TOWNSHIP OF WHITE.

PETERBORO, ONTARIO,
November 29th, 1887.

SIR,—I have the honour to submit herewith the field notes and plan of survey of the township of White, performed under your instructions of the 31st May, 1887.

The township is situated in the valley of the Petewawa River, which flows through it in a southerly and easterly direction.

The river flows over a rocky bed, rapids following one another in close succession from where it enters the township to Lake Traverse, which is crossed by the east boundary.

There are various improvements on the river such as slides, dams, chutes, etc.

The banks are generally low and rocky, in a few instances marshes extend out several chains from the river on either side. These are generally flooded by back water from the dams, but this season were, owing to the continued drought, quite dry when I saw them in July and August.

The White Partridge River takes its rise south of the township, crossing the south boundary on lot number thirteen and enters the Petewawa on lot number twelve, on concession ten. It is joined by Lavielle creek, on lot number eleven, concession five, which rises in the township of Anglin.

Both streams are used for the passage of sawlogs and timber, the latter mostly composed of red pine, and of small average.

The only other stream of any importance in the township is the Little Madawaska, which crosses the east boundary in concession two and enters Lake Traverse on lot number thirty-four, concession six. It also is used for the passage of logs, etc.

All the country lying south of concession lines twelve and thirteen, and east of side-lines twenty-five and twenty-six, is almost destitute of timber, being a white sandy plain, covered with jack pines, small poplars, whitewoods, etc. The northerly and north-westerly part of the township is generally rough and broken, and in places covered with a thick growth of small poplar, birch, alder, willow, etc.

The corresponding southerly and south-westerly part is for the greater part flat, a flat country except along Lavielle creek, where it is rocky and broken.

There is a fairly good patch of land commencing at the junction of White Partridge River and the creek aforesaid along the west side of the former, to the south boundary. It extends back from the river about one-half mile, and is covered with green mixed bush, of which pine, birch and balsam form the major part.

There is little hard wood except a small patch on concession fourteen, from lot number thirty-one to the east boundary and in a few other isolated spots, as shown in field notes.

But a comparatively small proportion of the township escaped the destructive fire which swept over the district some twenty years ago, as the blackened and charred pines that still remain towering above the dense tracts of poplar and willow brush amply attest.

The swamps are generally level and comparatively dry. The bush in them is mostly composed of tamarac and spruce, averaging up to twelve inches in diameter, and is in places of fair quality. There are a few swamps yielding stunted cedar of no value.

The soil in these swamps is generally of alluvial mould, on clay and sand bottom, and by drainage might be rendered suitable for excellent pasturage.

On the uplands and slopes the soil is of a sandy character, mixed occasionally with red and brown clay, sand and gravel in places, the whole resting on stiff clay, sand, gravel and on rock beds.

Large granite boulders are thinly scattered over the township, and stony tracts are also met with.

The lakes, which are not numerous or large, are of clear deep water, and it is said are not over abundantly stocked with fish of any kind.

Little if any game was seen during the survey. Several springs of cool clear water are in the township, which notwithstanding the unprecedentedly hot and dry summer, never failed in running water. Owing to the ravages of the destructive fire referred to no reliable traces of any former survey were discovered.

Frequent disturbances of the magnetic needle have been observed, especially in the easterly part of the township.

The general magnetic variation is $8^{\circ}.06'.40''$ west. Of the total area of the township about thirty per cent. may be rendered fit for the growth of the usual kinds of root crops, and a good proportion of the remainder made useful for pasturage, etc.

I have the honour to be, Sir,

Your obedient servant,

(Signed) J. W. FITZGERALD,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 31.)

DISTRICT OF NIPISSING.

TOWNSHIP OF GARSON.

WINDSOR, ONTARIO,

November 1st, 1887.

SIR,—I have the honour to report that in compliance with your instructions, dated May 31st, A.D. 1887, I have completed the survey of the township of Garson, in the district of Nipissing.

I proceeded from Toronto by way of the Northern and North-western Railway to North Bay, on Lake Nipissing, thence by the Canadian Pacific Railway to Romford, in the township of Neelon.

Here I retraced the line between lots four and five to the north boundary, in order to pack in supplies, etc., for the survey.

I then retaced said boundary and made it the south boundary of the township of Garson. I ran my concession lines due east astronomically, commencing at the posts already planted on my east boundary. I also commenced my side lines eighty chains distant one from the other, and intersected the posts planted on my north boundary by Provincial Land Surveyor, McEvoy.

About fifty per cent. of this township may be considered fit for agricultural or grazing purposes, the soil being sandy loam with occasional patches of clay loam. The remaining portion is gneiss or granite rock, with the former prevailing.

This township is remarkably free from small lakes, only one being found in the whole survey. Numerous small creeks were met with, but on account of their low lying banks, could not, in my opinion, be utilized for "driving purposes."

There is a small area of brule at the south-east and south-west corners of the township, covered with dead pine, small birch, poplar, etc. The rest of the township is covered with spruce, balsam, maple, birch, cedar, tamarac, red and white pine. The two latter are found in abundance throughout nearly the whole of the township. In the first five concessions they are exceedingly large and of excellent quality. Although there is a natural drawback in the way of shipping this timber on account of the smallness of the creeks, yet the country is so level between here and the Canadian Pacific Railway that good roads could be built with little cost.

No economic minerals were met with, and very little disturbance to the magnetic needle.

Accompanying you will find field notes, plans, etc., all of which I trust will prove satisfactory.

I have the honour to be, Sir,

Your obedient servant,

(Signed) JOSEPH DE GURSE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands
Toronto.

(Appendix No. 32.)

TOWNSHIP OF DYMOND.

DISTRICT OF NIPISSING.

TORONTO, ONTARIO.

November 30th 1887.

SIR,—I have the honour to submit the following report on the township of Dymond, District of Nipissing, surveyed by me this season, in accordance with the instructions received from your department, bearing date the 31st day of May, 1887 :—

I commenced my first concession line at the post planted by Provincial Land Surveyor Niven for the north-west angle of lot one, concession one, and from this point ran due east astronomically, planting posts at the intervals required by the instructions. All concession lines were run due east and west, and all side lines due north and south. As shown by the projected plan accompanying the instructions.

In general terms, I may say, that this township is admirably adapted to agricultural purposes, the soil being chiefly good clay, and in places sandy loam, with clay sub-soil. Fully ninety per cent. of the land in the whole township is of excellent quality. All that part lying to the north-east of Wahbe's Creek, with the exception of the stony ridge, shown on the accompanying plan, may be considered superior farming land—it being fairly level. The portion of the township lying south-west of Wahbe's Creek is somewhat rolling, with a wet tamarac and spruce swamp in the north-west portion thereof, and a few small stony tracts in the vicinity of the south boundary.

With these two exceptions all this part may also be considered excellent for farming purposes.

Wahbe's Creek, which enters the township near the north-west angle, and crossing it in a south-easterly direction, enters into Lake Temiscaming, has banks varying from ten to twenty feet in height, thus affording a fine channel for carrying off the water from the numerous smaller streams which drain the township.

Chief among its tributaries is a stream of about equal volume, though not more than one-third its width, entering Wahbe's Creek about three miles from the lake. This stream has a good water power on lot number four, concession three.

The timber throughout this township is small, and consists principally of spruce, tamarac, poplar, whitewood, cedar, and balsam, with some black birch, white oak, black ash, elm, and soft maple. The northerly portion was burnt over many years ago, and has now very little merchantable timber. A dense growth of underbrush covers nearly the whole township.

I found no economic minerals or indications of them.

There are at present no settlers residing in this township, but a short distance from the mouth of Wahbe's Creek is a "fallow" of about two acres chopped—but not cleared or burnt.

Judging from the character of the timber, the labour necessary in clearing would be comparatively light, and from the physical features of the country, the expense of opening up roads for settlement will be small, so that we may reasonably hope to see this township at no distant day the home of prosperous farmers, who will find a ready market for their produce among the lumber merchants of the Ottawa.

Accompanying this report are plans, field-notes of the survey.

I have the honour to be, Sir,
Your obedient servant,

THOMAS B. SPEIGHT,
Provincial Land Surveyor.

The Honourable T. P. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 33.)

DISTRICT OF NIPISSING.

TOWNSHIP OF HARLEY.

PARRY SOUND, ONTARIO,
November 4th, 1887.

SIR,—I have the honour to report that I have completed the sub-division survey of the township of Harley, according to instructions received from your office, and dated May 31st, 1887. I commenced said survey at the post between lots numbers two and three, on the south boundary, when I observed Polaris at its eastern elongation on the night of July 25th, and ran line north through concessions one and two, and ran line east and west between concessions two and three, making it and the south boundary base lines for work in the southern part of the township, and for the northern part I made line between concessions four and five my base line.

The greater part of the south-west quarter of the township is spruce and tamarac swamp, and the south-east quarter is timbered principally with spruce and tamarac and is low land, but not wet, excepting in places where there is cedar. With the exception of a spruce, cedar, and tamarac swamp in the north-east corner, the northern half of the township is higher land than the south—with considerable poplar (the greatest part of which is dead) scattered throughout. There is also some scattered pine timber, but not enough for the requirements of a settled township.

The soil is principally clay, but in places there are beds of round stones a few inches under the surface.

With the exception of a portion of the north-east quarter the township is drained by Wahbe's Creek, said north-east portion being drained by Blanche River.

About seventy per cent of the township is fit for settlement.

I have the honour to be, sir,
Your obedient servant,

(Signed) DAVID BEATTY,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 34.)

DISTRICT OF NIPISSING.

TOWNSHIP OF BRETHOUR.

FARMERSVILLE, ONTARIO,
October 29th, 1887.

SIR,—I have the honour to submit the following report of the survey of the township of Brethour, in the district of Nipissing, in accordance with instructions dated May 31st, 1887.

I commenced the survey of this township by running the line in front of the second concession due east from Provincial Land Surveyor Niven's post on the west boundary, and planted the lot posts at every half mile for ten lots—the eleventh being a fractiona-

one of about twenty-five chains width, and adjoining the boundary line between the Provinces of Ontario and Quebec.

The magnetic declination varied from $8\frac{1}{4}^{\circ}$ west to 15° west generally, but in some parts, as concession six, it was much greater, and subject to fluctuations.

The Blanche River flows through the south-west corner of the township, which point is about twelve miles from the head of Lake Temiscaming.

There are two creeks, Otter Creek and Wrights Creek, of from sixty to eighty links width, falling into the Blanche River. Otter Creek enters the township on the north boundary, flows in a south-westerly course, and leaves it at a distance of about one and a half miles from the north-west corner, to enter again at nearly the same distance from the south-west corner, flowing in a south-easterly course, and finally leaving the township one mile from the south-west corner. It empties into the Blanche one mile farther down. This creek is free from logs, but shoaly, and is generally of a slow current. The bottom consists of clay and gravel. Wrights Creek enters from the Province of Quebec, at about one and three-quarter miles from the north-east corner and soon leaves again; re-enters near the centre of the east boundary, flows south-westerly, and leaves the township with a southerly course, two-miles from south-east corner. This creek has been utilized in the past for "driving" and is now filled up with logs. It is free from shoals, and has a depth from two feet to five feet. Both of the creeks are navigable for small boats or canoes during the summer season until the first of July. Their water is muddy and similar to that of the Blanche River. Their banks have a height of from twenty to thirty feet in the southerly portions, but become more rugged and rise to a height of from fifty to seventy-five feet as you proceed up stream. Throughout almost the entire township there are numerous small creeks—the water of which was always found pure. There are no lakes.

The surface of the country is flat to undulating, with a few hills at the northern and eastern portions.

The timber consists chiefly of spruce, balsam, and tamarac, with scattered birch, cedar, and poplar along creeks. There are very few pine, as will be seen by reference to the timber plan. An occasional black ash and water elm were seen. All the above-mentioned timbers reach a size of twenty-five inches.

In the north-west corner there is a brule fifteen or twenty years old. This portion is now densely covered with tamarac, spruce, balsam, poplar, birch and willow, of from one to three inches diameter.

No economic minerals were met with. The soil consists of clay over the entire area of the township, with a thick covering of decayed vegetable matter, and loam in places. Rock was noticed in six or seven places—only in the form of hills rising to a height of from fifty to seventy-five or one hundred feet.

The only real swamp of any extent lies in the first, second, and third concessions, and even this will be rendered valuable by drainage upon the opening of the county by settlers.

The township is essentially an agricultural one.

I have the honour to be, sir,

Your obedient servant,

(Signed) B. J. SAUNDERS,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 35.)

DISTRICT OF NIPISSING.

TOWNSHIP OF BUCKE.

WEST MONTROSE, ONTARIO,
October 20th, 1887.

SIR,—I have the honour to report, that in accordance with your instructions, dated May 31, 1887, I have completed the survey of the township of Bucke, in the district of Nipissing.

I am glad to report that the greater part of this township is adapted for agricultural purposes—being a good clay soil, comparatively free of stone and rock. Roads could easily be made to nearly any lot in the township, and, as it is well watered with beautiful spring creeks, will make a very desirable location for settlement.

There are no large streams in the township, the main creeks being a branch of Wahbe's Creek, called the "little Wahbe's Creek," and Mill Creek. The little Wahbe is about thirty links wide, enters the township on lot number one, in the third concession, and leaves it on lot four, in the sixth concession.

Mill Creek enters the township on lot number eleven, in the first concession, and enters into Lake Temiscaming from lot number fourteen in the second concession.

There are only two small lakes in the township, which are traversed and connected with the lines of survey.

The timbes generally along Lake Temiscaming, on concessions two, three, and four is cedar of excellent quality, the balance of the township is timbered principally with poplar, whitewood, tamarac, spruce, and balsam, with in places a thick maple undergrowth.

No indications of the presence of any minerals were observed. The geological formation is principally Huronian.

Along Lake Temiscaming a number of settlers have entered and taken up claims for settlement. On lots twelve and thirteen, in the third concession, C. C. Farr has a clearing of about thirty acres, with a very substantial hewed log house and barn on it. The crops on this clearing looked very well. C. C. Farr has also purchased the mill property and lot fourteen in the second concession from Mr. Piche. This property is a grist mill in good working order, and also a saw mill which will be a great convenience to settlers.

The best mode of access to this township at present is by way of Lake Temiscaming Colonization Company's steamers and tramways up the Ottawa River from Mattawa.

Accompanying this report are plan and field notes of the survey, which I trust will meet with your approval.

I have the honour to be, sir,

Your obedient servant,

(Signed) C. D. BOWMAN,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 36.)

DISTRICT OF NIPISSING.

TOWNSHIP OF HILLIARD.

EGANVILLE, ONTARIO,
October 28th, 1887.

SIR,—I have the honour to submit the following report of the survey of the Township of Hilliard, surveyed under your instructions, dated May 31st, 1887.

I proceeded by way of Mattawa and Lake Temiscaming, taking the L. T. C. R. at Mattawa. Through the kindness of the agent, Mr. Bouilleaux, myself and party were landed at North Temiscaming, about three miles up the Quinze River. The next day we went by way of Lu Chenaille du Diable and the Blanche River into the Township of Hilliard, and proceeded to make the survey in accordance with instructions, beginning actual operations on July 26th, 1887.

As to the agricultural capabilities of the Township of Hilliard, I feel safe in predicting that at no distant day it will be second to none in the Upper Ottawa valley. The soil in the uplands is a sandy friable clay, easily worked and capable of producing large crops, while in the swampy portions the soil is a tenacious clay covered with a rich vegetable mould, varying in depth from three to fifteen inches, and absolutely free from stone.

The south western and part of the western portion of the township, is a plateau rising about fifty feet above the surrounding country. It appears to be an extension of the ridge that starts from Wahbe's Point on Lake Temiscaming. Although somewhat broken by gulleys, the soil on the plateau is of an excellent quality, and comparatively free from stone, and yields a dense growth of large timber, such as white pine, birch, poplar, tamarac, spruce, cedar, etc.

The timber east of the Blanche River, with the exception of a strip a few chains in width along the banks of said river, and part of lot number twelve, in concessions three, four and six, is a dense second growth of willow, poplar, tamarac and spruce of no commercial value. Whereas a large portion of the township lying west of the river is covered with a luxuriant growth of large and valuable timber, spruce, tamarac, cedar, poplar and white pine predominating.

The Blanche river enters the township in lot number five, concession six, and flows south easterly crossing the east boundary on concession one. It has an average width of about four chains, and is, I consider, navigable, even in dry seasons, for vessels drawing eight feet of water or under.

The water appears to rise very high in the spring, as there are ice marks on the trees fully fifteen feet above low water mark. The rate of the current depends entirely upon the volume of water passing down. In September, low water, it had a mean velocity of about one mile per hour, while in July it was fully two miles per hour.

The eastern portion of the township is perfectly drained by Otter Skin creek, which is on an average about one chain wide, and from one to three feet deep in low water.

No rock formation of any kind, and consequently no minerals were found during the progress of the survey, although there is abundant evidence of an extensive bed of Bog iron ore in the south-east corner of the township.

The Township of Hilliard is one of the finest fields for sportsmen I have ever seen—mouse, cariboo and bear being very plentiful, while the Blanche River is literally overflowing with the finest fish, such as pike, pickerel, chub, eels, cat and white fish. Some of the catfish and pickerel being of an enormous size.

I have the honour to be, Sir,
Your obedient servant,

(Signed) FRANK PURVIS,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands.
Toronto.

(Appendix 37.)

DISTRICT OF NIPISSING.

TOWNSHIP OF HARRIS.

CLINTON, ONTARIO,
December 31st, 1887.

SIR,—I beg to submit the following report of the survey of the Township of Harris in the District of Nipissing, in accordance with instructions dated May 31st, 1887.

The Township of Harris is situated at the north end of Lake Temiscaming on the Upper Ottawa River, and immediately adjoining the boundary line between the Provinces of Ontario and Quebec, and bounded on the west and north by the Township of Dymond and Casey respectively.

Before beginning my survey I trained my chainmen on the boundary line between the Townships of Harris and Dymond in order to have my chainage agree with that of the outlines.

I commenced operations at the front of the third concession at a post placed by Provincial Land Surveyor Alexander Niven on the line between the Townships of Dymond and Harris, and projected the line in front of the third concession all the way across Wahbe's Point, due east astronomically and then ran the various side lines and concession lines from it using that line as a base for the whole southern and part of the northern part of the township.

With the exception of the low lands at the mouth of the Blanche River and the lowest portions of the lands on the creek emptying into the head of the lake about two miles north-west of the mouth of the Blanche River, the Township of Harris is composed of first class farming lands, being timbered with spruce, tamarac, birch, balsam excellent cedar, a great many of the latter being three feet in diameter and of very fine quality, some hard maple and red and white pine. Wahbe's Point, which runs out into the lake between Wahbe's Bay and the bay at the mouth of the Blanche River, is very high and steep on the east side, one hundred and seventy-five feet in some places, and falls gradually to the west, where the hill on the east side of Wahbe's Bay is not more than thirty feet in average height.

The soil is clay loam and a clay sub-soil Huronian rock underlying, sand loam overlying. Clay sub-soil is found in the north-west portion.

Numerous springs are found along the shores of the lake, and some creeks run westward into Wahbe's Bay.

The Township of Harris, though better timbered, is composed of land exactly similar to that in the township of Duhamel and Guignes on the Quebec side of the lake.

These townships have been under the control of the Lake Temiscaming Colonization Company for some years, and in 1885 there were thirty-seven families resident on their lands, having sixty-seven buildings constructed, and one thousand and ninety-seven acres under cultivation, and as may be seen from the report of the company, the returns to the farmer in this district are just as good as in any part of Ontario. Hay and oats are of course their chief crop at present, as they have no market for other produce. The lumbermen in this district buy all their hay at about thirty dollars per ton, and oats at a correspondingly high figure.

The facilities for reaching the locality, compared with the manner in which the older settlements were populated, are good, but having heard the favourable reports of other surveyors who have been at the upper end of Lake Temiscaming and having a fair idea of the extent of the good land that will be soon opened for settlement, I have no doubt that before long the James Bay Railroad, which is intended to pass near the head of the lake, will be completed, and will be a great improvement on the present system of transportation, which has too many of the properties of a monopoly to be at all satisfactory, and is not on a large enough scale to be adequate for the conveyance of agricultural products, and again on account of the number of times freight has to be handled and the manner in which such handling is done.

Lake Temiscaming is, I am informed by parties who have resided on it for the last fourteen years, about three feet on an average higher than it was some few years ago. Places on the shore of the lake where hay was cut at that time are now always under water. I have heard a reason given for the rise in the height of the water, but not being assured of its correctness I would not like to place it in this report.

The islands at the mouth of the Blanche River are completely submerged at high water, with the exception of part of the clearing on Rempnoux Island.

At the mouth of the Blanche River, and on both sides of it, the timber is, elm, maple, birch, black and rim ash, spruce and tamarac, cedar and oak, the two latter growing to a large size; further up the river the oak disappears.

The Township of Harris is, I consider, admirably adapted for agriculture and timbered with such woods that render the land easily cleared, and although in the more southerly portions of Ontario land on which tamarac, spruce, balsam and cedar grow is not considered of much value, in this district the reverse holds good. I understand that Mr. C. C. Farr, of the Hudson's Bay Company, contemplates starting a saw mill on the Ontario side of the lake, which will be a great boon to intending settlers, as at present lumber is very difficult to get, although there is now one saw mill near the head of the lake.

The lake and rivers abound with fish and the forests are full of game; at present this portion of the country is a sportsman's paradise.

I have the honour to be, Sir,
Your obedient servant,

H. B. PROUDFOOT,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 38.)

DISTRICT OF NIPISSING.

TOWNSHIP OF CASEY.

CLINTON, ONTARIO,
December 31st, 1887.

SIR,—I have the honour to submit the following report of the survey of the township of Casey, in the district of Nipissing, under instructions dated May 31st, 1887.

The township of Casey is bounded on the north by the township of Brethour, on the east by the Inter-Provincial boundary, on the south by the township of Harris, and on the west by the township of Harley. The south boundary of this township is about three miles up the Blanche River from its mouth at the head of Lake Temiscaming. The river traverses it in a south-easterly direction, entering at the north-west angle and leaving about three-quarters of a mile west of the south-east angle.

Having the boundaries of the township surveyed by your department greatly facilitated the work of sub-division.

I trained my chainmen on the south boundary, having them chain about two miles westerly from the Blanche River, so that by making the proper allowances, I was able to have the chainage in the interior of the township agree with that of the boundaries.

Operations were commenced by running the meridian north from the south boundary and by turning off angles from the posts planted by Provincial Land Surveyor A. Niven on the east boundary. Three observations were all that I found necessary to take in the survey of the township.

As instructed, I examined all the stone monuments planted by the Boundary Commissioners on the Inter-Provincial Boundary, between the provinces of Ontario and Quebec, for the six miles that it forms the easterly boundary of this township, and found some of them down which I straightened up in place and fixed as firmly as possible—the stones being so short, however, that to do the work properly they would have to be sunk out of sight in the moss and soft and wet black soil.

With the exception of a few hundred acres of high land in the south-easterly portion of the township, the land is a level flat, mostly spruce and tamarac swamp, in some places very wet and in others nearly dry; but all excellent agricultural land, as I did not see any that could not be easily cleared and drained. In fact, I think that most of the swamps are caused by the extra height of the land on either side of the present drainage outlets—the Blanche River and its tributaries—into which the whole township could be easily drained.

The subsoil is clay with good clay loam and black muck overlying.

The hills shown in the first and second concessions are very stony, with a slightly sandy soil, the top of the hill the second concession being almost bare rock.

I consider the township well adapted for agricultural pursuits, and with the facilities afforded by the Blanche River, one of easy access to intending settlers.

Accompanying this report are the plan and field notes of the township.

I have the honour to be, Sir,
Your obedient servant,

(Signed),

H. B. PROUDFOOT,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 39.)

REPORT

OF

THE SUPERINTENDENT

OF

COLONIZATION ROADS.

To the Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Ontario.

SIR,—I have the honour to report the work accomplished under the Colonization Roads' branch of your Department during the year 1887, and which embraces more than one hundred and sixty undertakings in various sections of the Province.

The departmental expenditure was \$122,974.78, for which sum 200 miles of roads were constructed and 394 miles repaired, besides the building of 20 bridges of various sizes and the repairing of about 25 others.

As the sum granted by the Legislature for the works of 1887 was \$117,550, the over-expenditure will be seen to be \$5,424, and was largely on account of extra work due to damages to bridges and roads by bush fires, and in some cases spring floods.

The following are the works :—

NORTH DIVISION.

BASE LINE ROAD.

A work on the line between the townships of Prince and Park, amounting to one mile and a half of construction.

BASSWOOD LAKE ROAD.

Continued from last year's operations along the west side of the Mississauga River to the line between lots two and three, in Wells township; thence north to the third concession, and thence again west, to lot number seven, a distance of between four and five miles.

There remains yet about one mile of construction in order to reach its point, Grand Portage Road, which should be finished next season.

BRIGHT AND GLADSTONE ROAD.

A work to connect the two main roads in that part of the Bruce Mines District, namely: Thessalon Road and Mississauga Road.

It is two miles in length beginning at the south end of lots three and four, of concession six, Bright township, and continued from thence north, half a mile to Mud Creek, which was bridged with a structure eighty feet long, and the road produced northward through the sixth concession, and the first concession of Gladstone. A most useful road.

CLARK'S BRIDGE.

This structure is now in course of building, but not yet completed.
It is over the Thessalon River, on the Rose and Lefroy Road.

COCKBURN ISLAND ROADS.

About four miles of repairs, and a mile and a quarter of new road, were made on the Island, on three different roads; the first being upon what is known as the twelfth line, which was repaired over two and a half miles; secondly, the fifteenth side line, which was a mile and a quarter of new work; and the last, about a mile and a half of repairs, on the tenth side line; a large amount of work for the money spent.

COFFIN ROAD.

Of the grant of \$1,000 made last Session for repairs, only about \$350 were spent upon it, as the condition of the road from Otter Tail Lake to Bruce Mines, and which is a continuation of the above road, required a considerable outlay to make it fairly passable. The greater part of the balance of the grant was therefore used for this purpose.

The length of these repairs was in all about nine miles, or four and a half miles upon each road.

COYNE'S ROAD.

A road commenced in the year 1885, at the south boundary of the township of Rose, and continued each following season.

It is now over ten miles in length, having been built this year to the third concession of the township of Galbraith, three miles; its course being north, or parallel with the township lines, from the end of last year's work.

GRAND PORTAGE ROAD.

Extended this season two and a half miles, namely, from the south half of lot nine, concession four, Wells township, northward three-quarters of a mile; thence eastward half a mile; thence again north half a mile; thence eastward a quarter of a mile to the river; and from thence again north half a mile.

Of the grant, \$35 were spent in repairing the portion made last year.

GREAT NORTHERN ROAD.

Repairs were made upon this road in connection with those on Coffin Road and that from Bruce Mines. Heavy traffic and teaming in consequence of railway construction made these improvements necessary, as the roads were reported in many places impassable. These repairs extended over four and a half miles.

HURONIAN MINES ROAD.

This is a highway into the township of Moss, to assist in developing mining and agricultural industries in that region, and to enable mining operators to get in supplies, material and machinery for developing the mines. The road is from Barril Portage on Lac des Milles Lacs to a point about one mile south of Iron Lake, in the above named township, a distance of fourteen miles. There are yet nearly five miles to construct before the mines are reached, but it is understood that from the end of the present road the mining companies will for the present make, at any rate, winter communication with the mines.

The first seven miles of road made are through a rough broken country, but the remaining distance is through a better district, containing some very fair agricultural land.

MANITOULIN ISLAND ROADS.

Thirteen miles have been constructed and thirty miles repaired on the Island, upon eighteen different roads, namely :—BARRIE ISLAND ROAD AND BRIDGE, upon which \$115 were expended in opening up the road allowance between lots 5 and 6, in the third concession of Barrie Island, to meet the road to the bridge which connects with Manitoulin Island, a distance of one and a quarter miles; and upon the bridge \$160 was spent in repairing and strengthening it.

On the BIDWELL AND GREEN BAY ROAD, two and a half miles of repairs were made, and the connection between Manitowaning and Green Bay thereby very much improved. Again, on the CLOVER VALLEY ROAD, three different sections were wrought over, one being half a mile of new work to avoid a bluff rock on lot 28, concession 6, of Assignac; the second being the improvement of a steep hill on TEN MILE POINT ROAD; and thirdly, the removing of rock, with other repairs, near Shequiandah Village. For this work the municipality gave \$25 in cash and an equal sum in labour, so that the cost to the Department is only about \$128.

The GORE AND PROVIDENCE BAY ROAD was repaired over three miles in the Township of Campbell, at a cost of a little above \$300; and the KAGAWONG AND MCARTHUR ROAD was made anew from the Gore and Providence Bay Road, on lot 19, concession 2, Campbell, easterly through lots 18, 17 and 16 to the town line of Allan township, a length of nearly a mile and a quarter, at a cost of about \$116.

The LAKE WOLESLEY ROAD, at a cost of \$1,000, was made between concessions 11 and 12 of Robinson, from lot 21 to lot 32 inclusive; and five miles were repaired in the townships of Mills and Burpee; while on the LITTLE CURRENT AND WEST BAY ROAD, repairs costing \$340 were extended over three miles of the road, from lots 20 and 21, concession 10, of Bidwell township, westerly.

MILLS (7 AND 8 CONCESSION) ROAD was constructed from the road allowance between lots 10 and 11, westward two and a half miles, at a cost of \$470; and MILLS (10 SIDE LINE) ROAD was made through the seventh and eighth concessions a mile and a quarter, for about \$120.

MINDEMOYA ROAD is one and a quarter miles, constructed between lots 15 and 16, through concessions 5 and 6, of Carnarvon township. It was at one time thought impossible to make a road on this line, but deep ditching and draining has made an excellent road, although at greater cost than usual, the outlay being a little over \$700.

About three-quarters of a mile was also built on what has been called MINDEMOYA AND EAST SHORE MCPHERSON ROAD, and being from lot 23, concession 10, Carnarvon, southerly along the Lake Shore, so as to connect with West Bay Road. This latter work cost \$115.

On MUDGE AND WEST BAY ROAD work was done in two sections, one portion being through concessions 10 to 14 inclusive, of Billings, and between lots 20 and 21, and the balance on lot 12, in improving a hill known as "West Bay Bluff;" the whole representing three and a quarter miles of repairs, costing \$230.

A bridge over a stream on lot 5, concession 10, Gordon, was built, and half a mile of road improved, for the sum of \$170, the work being designated NORTH OF SCOTLAND ROAD AND BRIDGE.

PROVIDENCE BAY ROAD was repaired from Manitowaning and Michael's Bay Road, westward towards Providence Bay, at a cost of \$400 for the eight miles wrought over. The fires of 1886 had destroyed nearly all the bridges and crossways on the road, but the outlay this year, and nearly an equal amount last year, has restored the road and made it again travelable.

Another work, called PROVIDENCE BAY BRANCH ROAD, is that between lots 10 and 11, of Carnarvon, from the Providence Bay Road southerly to the thirteenth concession, one and a quarter miles, and cost about \$100; and again, on SANDFIELD (2ND AND 3RD CONCESSION) ROAD, from lot 7 to lot 14 both inclusive, one mile was constructed and one repaired, at total cost of \$330.

SUCKER CREEK ROAD is a small work begun between concessions 4 and 5, of Howland, and continued southward between lots 25 and 26 to concession 2; and from thence westward to lot 28, one and three-quarter miles of a road, which the settlers had cut out some years ago. The last mentioned work cost \$100, and finally \$70 were spent on the road allowance between lots 15 and 16, of Tehkummah, in repairing two and a half miles, from Manitowaning and Michael's Bay Road, northward.

MISSISSAGA ROAD.

This road is from Blind River, Bruce Mines District, to the Mississaga River, in a pretty direct line, a distance of about four miles; and from thence it follows up the stream on its easterly side, and is now within five miles of the Mississaga River iron bridge, built last year. This season twelve miles were constructed, leaving five yet to be made. It is a most valuable road for all general purposes, and should be completed next season.

PARKINSON ROAD.

This road was continued a further distance of two miles from the end of last year's work, now terminating in the first concession of the township of Parkinson, and between lots 4 and 5. The work was excessively heavy.

POINT DE MEURON ROAD.

Six and a half miles opened from Murillo Road to about a quarter of a mile west of Slate River. It became necessary to spend more than the grant made for this work when it was found that until Slate River was reached and bridged, settlers could not avail themselves of the road.

RABBIT MOUNTAIN AND WHITE FISH LAKE ROAD.

Ten miles of this road, which, in my report last year, I mentioned as having been cut out sufficiently for winter traffic, have this season been completed as a good waggon road to Silver Mountain.

A branch road three and a quarter miles long was also made from the main road into Rabbit Mountain upon a location in Paipoonge, examined and selected as most suitable in the interests of agricultural as well as mining interests. It is from the $7\frac{1}{2}$ mile post northward approximately on the line between concessions C and D, and while an excellent location it was expensive to build, being heavily wooded.

The Rabbit Mountain Mining Company gave a cash subscription of \$800 towards this branch road.

RAINY RIVER ROAD.

A little more than fourteen miles of road have this season been made, following generally the original survey and location to about three miles below what is known as Pither's farm, on Rainy River.

Through the Indian reserve, contracts were given to the Indians, and the work is said to have been well performed by them.

RAT PORTAGE AND KEEWATIN ROAD.

Over two miles of road made from Keewatin towards Rat Portage as a good waggon road. It is mostly on the north side of the Canadian Pacific Railway line, but crossing the track near Bulmer's Mills to unite with the pier bridge which was built last year over one of the mouths of Winnipeg River.

ROCK LAKE BRANCH ROAD.

About one mile of road on the sixth concession line of Plummer, in the Bruce Mines District. A small balance is still due on the work.

SPANISH RIVER ROAD.

A small grant given to open a road in the township of Shedden to the railway. The work was begun late in the fall, and is not yet fully reported upon.

ST. JOSEPH ISLAND ROADS.

For the expenditure of \$2,653.58 six miles of road have been well constructed and half a mile repaired, the works being the following:—V and I line, where work was begun at the Hilton Road between lots 1 and C of concession 17, and from thence northward between these two lots and through the said concession, thence westerly between concessions 5 and 17 to that between V and K thence northward in a right line to the north angle of lot 25 concession I, and thence south-westerly between concessions H and I to lot 20, meeting the work of last year, and thus opening a road through a good section of country and an important one for the people. Its length is three and three-quarter miles, costing \$1,640.

A second work is on D line, which was repaired through concession A, and opened through Huron concession, the road itself being between lots 15 and 16 of these concessions, and costing about \$180 for half a mile of new road, and a little more than the same length of repairs.

The third work was on the A line, along the westerly limit of concessions I and K, and is one and a quarter miles of new work made for \$520.

The work on the Island is spoken of in the highest terms of praise.

THESSALON ROAD BRIDGE.

This is the bridging of a very bad ravine near the railway crossing at Thessalon. The structure is crib work about 100 feet long and 15 feet high in the centre. The cost is \$397.50.

WEST DIVISION.

AH-MIC LAKE BRIDGE.

This bridge is built upon a site selected, after careful examination, as in every respect the cheapest and most desirable in the interests of the district and settlement. It is across the "Narrows" between Ah-mic and Neighic Lakes on lot 15, concession 5, of Croft. The bridge is 207 feet long, having two main openings of 50 feet each, and is high enough above the water to allow navigation between the two lakes. The cost is a little over \$800 for the structure, and, with the balance of the appropriation, about a mile of road was opened to the bridge. A balance is still due on account of \$280, or thereabout.

ALSACE ROAD.

This road is now opened from the Rosseau and Nipissing Road to Himsworth Station, on the Pacific Junction Railway, and will be of immense value to a large district. The work this year was between lots 25 and 26 through concessions 11 and 12 of Himsworth, and from thence east between concessions 12 and 13 towards Powassan, and to a bridge built by the Department about five years ago. The length made is two miles.

BAXTER ROADS.

The sum of \$500 was spent in making repairs over six and a half miles of roads which lead to the settlers of the township of Baxter.

BLACK CREEK BRIDGE.

In consequence of defective approaches this bridge was not available for traffic, but it is now put in good order, and at the small cost of \$70. It is on the Peterson Road, in the township of Oakley.

BOOTH'S BRIDGE

Is over a stream on the Westphalia Road, and on lot 4, concession 3, of the township of Gurd. It was originally built by the settlers, and, therefore, as may be supposed, was neither elegant nor durable. It was carried away by the spring floods, and traffic on that portion of the road suspended. The new bridge is a substantial one, in length 100 feet, with a centre span of thirty-seven feet. Ninety feet of approaches averaging a depth of five feet were also made of permanent material, so that the total cost, \$383.83, is remarkably low.

BRENNAN'S BRIDGE.

When completed, this bridge will be mainly an 80-feet Queen post truss, and about 120 feet in length over all. It is now being built over South River, on lot 6, concession 14, in the township of Joly, as a portion of Eagle Lake Road, for which \$800 was granted last Session; but owing to the difficulty experienced in deciding upon a satisfactory location, the work was delayed.

BRIDGE REPAIRS (PARRY SOUND DISTRICT).

Ten bridges were repaired for the sum of \$1,356.34, namely:—Powassau bridge, at a cost of \$115.46; South River bridge, \$256.16; one on the Rosseau and Nipissing Road, \$71.97; one on the North Road, for \$87.67; that called Nipissing bridge, costing \$430.15; Boyne Creek bridge, at an outlay of \$43.22; a small one on Strong, 30 side line, for \$21.24; another at Dunchurch, for \$12; a pretty large one built anew at Commanda, on the Rosseau and Nipissing Road, for \$282.34; and one called Barrett bridge, repaired for \$36.13. The work in all these cases was done to save the structures and preserve traffic over the roads.

BRUNEL ROAD.

Repairs on this road from the road allowance, between lots 15 and 16, Brunel, to lot number 23, a length of nearly two and a half miles. The work, as reported, was heavy and expensive, and that an excellent job was done. The road leads to the Utterson Station on the railway, which is the station for a large district.

BURK'S FALLS ROAD.

Two miles of substantial repairs were made from lot 14 to lot 22, between concessions 8 and 9, of Armour township, and which had previously been roughly opened up by the inhabitants. In addition, one and a half miles were built, from the above named lot 22 southerly through lots 23 and 24 to the blind line, between concessions 7 and 8; and from thence, eastward on the said blind line to lot 27. An over-expenditure of nearly \$150 was incurred in order to complete the road through a bad swamp, so as to let settlers out and in.

BURK'S FALLS STATION ROAD.

A road connecting between the railway station and the steamboat landing at Burk's Falls. The grant was made to supplement the efforts of the residents who had spent a good deal of money upon the road, but in consequence of a bridge over the Maganetawan River, which required a considerable sum to repair, they represented themselves as unable to complete the work. They, however, contributed and handed over to the Department

\$100, in order to finish and open the road sufficiently for traffic. The Departmental expenditure is therefore about \$400, including the bridge repairs.

BURPEE ROAD,

Which is a continuation of that commenced a few years ago, was this year begun on lot 11, concession 8, Ferguson township, and continued north to the town line between Burpee and Ferguson; and from thence, again northward through lots 10 and 11, concession 1, Burpee, and part of lot 9, in the second concession—a length altogether of two and a half miles. The road now ends at the mouth of Shawanaga Lake.

CARLING ROAD,

Produced from where work ended in 1884, namely:—Lot 19, in the second concession of Carling, westward to lot number 30, between the first and second concessions—a length of three miles. The construction upon the blind line was found to accommodate settlers better than by following the road allowance.

CARDWELL JUNCTION ROAD.

Two and a half miles repaired, including a deviation of half a mile. The work was from lot number 4, in the first concession of McMurrich, to lot number 6, on the town line between Perry and Chaffey. This is an important highway, and ought to receive a grant of about \$800 to properly open the road to Novar station, on the Pacific Junction Railway.

CARRINGTON ROAD.

A little over a mile and a half was built in this instance, beginning between lots 30 and 31, in the tenth concession of Foley, and extending southward to the eighth concession; and from thence through lot 30, the balance of the length wrought over. The road begins about two miles east of Parry Harbor, and was opened many years ago as a winter road.

CHRISTIE ROAD.

This work was chiefly the building of a bridge or high crossway over Ten Mile Creek, a tributary of the Saugeen River. The length is 395 feet, and it is elevated about five feet above the ground so as to avoid damage by flooding.

DEE BANK AND THREE MILE LAKE ROAD.

This is largely a bridge work, and cost more than the estimated value on account of the difficulty in procuring sufficient timber. The bridge, with approaches, is 111 feet long, and the whole work is of a most permanent character.

It is about lot twenty-three, between the eighth and ninth concessions of the township of Watt.

DISTRESS RIVER ROAD.

This is the production easterly of the road between concessions ten and eleven, of Joly, from lot thirteen to the Joly Road, between lots fifteen and sixteen, to connect these two roads and make each available for traffic. The length made was three-quarters of a mile, and is a very useful work.

DRAPER AND GRAVENHURST ROAD.

This road is between lots five and six of Draper township, and the work this season was from the road allowance between concessions five and six southward to the township

of Ryde. This portion of road, four and a half miles long, had been made by the Government previously, but was in an unfinished condition, and very much out of repair.

EAGLE LAKE ROAD.

A grant of \$800 was given for this road, but was not expended in the way contemplated, on account of the difficulty experienced in deciding upon a location which would best serve the public and advance the settlement of the district.

During the delay, Eagle Lake Bridge, which is upon the same road, became damaged and required the expenditure of \$88.75 to repair it; and at a later date it was decided to build a bridge over the South River with the balance of the appropriation, and which is specified in the report under the title of Brennan's Bridge.

As a fact, two settlements should be developed, and one road cannot satisfy the requirements, on account of the difficulty, or rather the cost of building bridges over the river, so that more money is evidently wanted to meet the circumstances.

FERGUSON ROAD.

A road began last year on the Lorimer Lake Road, and this season commenced on the Northern Road, and made to meet the previous season's labours.

It was begun on the Northern Road at lot nineteen, road survey of McKellar township, and continued from thence across lots thirty-three, thirty-four and thirty-five, of concession eleven; thence northerly on the town line between Ferguson and McKellar to the road allowance between concessions four and five of Ferguson; thence westward across lots one, two, three and four; thence northward on lot five to about its centre, and from thence west to lot six, where it joins the Lorimer Lake Road, on concession five, a length of four miles, of which three were new, and one mile of repairs. This road is reported as a most valuable one.

GOLDEN VALLEY ROAD.

A mile and a half of new and very permanent work, produced from lot number thirteen to lot nineteen, between concessions eight and nine, of the township of Mills; and in addition the road was chopped out and cheaply graded as far as the Mills Road, on lot twenty-five, concession ten, so as to make a connection, and allow settlers its use, for winter purposes at any rate. A farther expenditure is requisite to complete the work, as it is an important highway for a large district.

HAGERMAN AND CROFT ROAD

Is on the town line indicated by its name, and was built or improved from Junction Number Three, or Ah-mic Harbor Road, southward, one and a quarter miles. To increase its value to settlers it should be continued at least three miles further, to the Croft Road.

HIMSWORTH ROAD.

The Himsworth Road proper, which is on the road allowance between lots twenty and twenty-one, of Himsworth, was improved through concessions thirteen and fourteen, chiefly in fixing bridge approaches; the balance of work being the opening and improving of the road between concessions twelve and thirteen of Himsworth, and four and five of Nipissing, from lot twenty-five, of the first named township, westward, to lot six of Nipissing, uniting at this latter point with the Muskoka Road, and opening a fair line from Nipissing Village to Powassan and the railway.

HIMSWORTH No. 2 ROAD.

This is a most important connection between what is known as the Gurd Settlement and the Westphalia Road, near Trout Creek Station of the Pacific Junction Railway, and I believe will be the means of rapidly developing portions of the township of Himsworth.

The road is between lots twenty-five and twenty-six, through concessions three to six, both inclusive, a length of two and a half miles, about one-half of which was a heavy, wet swamp, which had to be ditched and crosswayed throughout.

JOLY ROAD.

Constructed between lots fifteen and sixteen of Joly, from Distress River Road, (between concessions ten and eleven), southward, two and a quarter miles. South River crosses this road and was bridged with a very substantial structure, but at a cost of nearly \$200 above the original grant.

JUNCTION No. 2 ROAD.

Work begun in the tenth concession, between lots ten and eleven, of Humphrey, and repairs extended north to the town line of Christie, other repairs were made from lot eighteen, concession one, Christie, northward, to Maple Lake, concession four; in all a distance of five miles. It is a most useful road.

JUNCTION No. 3 ROAD.

This short road of four miles is an important one, being the only way to Ah-mie Harbor, the steamboat landing and business artery of a large district. It was well repaired throughout at the small cost of \$503.97.

KEARNEY No. 2 ROAD.

Made on the town line between Proudfoot and Bethune, from lot nine to the centre of lot sixteen, a length of two miles.

Deviations were made from the town line which passed through lots thirteen, fourteen and fifteen, of concession one, Proudfoot.

This road should be continued eastward.

LAKE SHORE ROAD.

This was little more than a trail, through a rough and broken country, and is from lot thirty-two Monck, through a route selected by the municipality to the Port Carling Road. The length made was three miles, and reported as being well done and of value to certain settlers, who are now able to reach the lake navigation.

LEG LAKE ROAD.

This road is one from the Musquosh Road westward, into the township of Wood, beginning about lot twenty-eight of Muskoka township, and ending on lot number three concession thirteen, of Wood township, passing through lot D of the same concession.

The object of the work is to reach what is known as Patterson's Settlement, and which is about three miles west of the present terminus. One and a-half miles were made this season, and the first portion of the road somewhat improved. The whole road is through a generally rough and broken district.

MACAULAY ROAD.

Repairs between Baysville and Bobcaygeon Road from lot 26, concession 9, to lot 20, concession 11, Ridout, three and a-half miles. The road is a valuable one, but was almost impassable before this year's outlay.

MAGANETAWAN ROAD.

About four miles of repairs made from lot number 6, of Strong, to lot number 12, of Ryerson or Chapman, the road being practically on the town line between the townships last named.

This work was exceedingly heavy in consequence of the stony character of country, but was well done throughout, as I can testify from personal inspection.

MANITOWABA BRIDGE.

A new bridge over the North Seguin River, or outlet of Manitowaba Lake, and is on lot 35, concession 4, of McKellar.

The structure is 180 feet long, comprised of six spans or openings, the greater one being 40 feet. The original bridge was built about twenty years ago, and was entirely worn out and unsafe. This bridge is on the line of Junction No. 2 Road.

MILLS AND WILSON ROAD.

Work was begun on the town line between Mills and McConkey, on lot number 6 and the road constructed from thence westward to lot 17, which, with the deviations from a straight line, makes a length of three miles.

It is through a fair settlement, and opens up a good district for agricultural purposes.

The deviations above mentioned are on lots 13 and 15, of Wilson; in one case to avoid a heavy swamp, and in the other a large rock.

MONCK CENTRE ROAD.

This road is between lots 15 and 16 of Monck township, from the north town line southerly. It was a heavy and expensive piece of work throughout, and the grant was insufficient to complete it to the Lake Shore Road as was intended, while that now made, one and three-quarter miles, is valuable to those living in the township of Watt.

MONCK 5 AND 6 SIDE LINE ROAD.

A small grant was given to assist in opening this side line from the Port Carling, Road to the 11th concession, and from thence eastward to the concession line across lots 5 and 4, about half a mile.

MONTETH AND PERRY ROAD.

The westerly portion of this road was changed last year, for three and a-half miles, in order to avoid a rough, impracticable part.

Two miles and a-half of this distance were, this season, made into a good general road, leaving the balance yet to be finished.

At the east end of the same road an extension was made eastward into Bethune of nearly one and three quarter miles, namely, from lot 26 to lot 31, and on the road allowance between concessions 10 and 11, or nearly so.

MUSKOKA ROAD.

Work begun at Eagle Lake Road, which is at this point between concessions 2 and 3 of Machar, and built northward on the side road between lots 10 and 11, one and a-half miles; after which, for the purpose of making the work available to settlers, the 4th and 5th concession line was opened westward one and a-quarter miles.

The first portion was work of the heaviest description, costing much above the usual rate per mile, and therefore almost beyond the ability of settlers to construct.

In the township of Morrison, the sum of \$340 was given to assist in repairing bridges along the road, and in some cases renewing them altogether. This latter expenditure was made under the management of the municipality, and is understood to have been very well performed.

MUSQUOSH ROAD.

Repairs were made over three different portions of this road, consisting chiefly in renewing some forty rods of crossway and raising the road bed in various places above high water, so as to avert the annual flooding which used to occur. The Muskoka Mill and Lumber Company contributed the sum of \$66.50 in cash towards the repairs.

NEW JERUSALEM ROAD.

A new work commenced at the Rosseau and Nipissing Road on lot 154; thence through this lot to meet the road allowance between concessions 12 and 13, on lot 5, of Lount; thence through lots 5 to 1 inclusive, in the 13th concession—a length of about two miles. The work throughout was heavy and expensive, and although an additional \$200 was given, it has not yet reached the settlement which the work is intended to serve, and should be produced yet farther eastward.

NORTHERN ROAD.

Four miles repaired from Waubamic to the town line of McKellar, and the work highly spoken of.

NORTH RYERSON ROAD.

Repairs made over three miles, from Spence, on the Rosseau and Nipissing Road towards Midlothian, in the townships of Spence and Ryerson.

NOSBONSING ROAD.

The object of this work is to give the settlers at Nosbonsing Lake a road to Callender Station, on the Northern & Pacific Junction Railway, as they are at present without an outlet of any kind except by water. The appropriation of \$800 was spent in making somewhat over three and a half miles, beginning on the Nipissing Road at Burford's Creek, about lot 3, concession 16, of Himsworth, and extending towards the lake, on a well selected line through a rough, broken country. The work should be continued.

ORANGE VALLEY ROAD.

Nearly four miles repaired, including repairs to several bridges, which the spring freshets had injured.

PARRY SOUND ROAD.

Repaired from near Parry Sound to the road into Port Cockburn, about eighteen miles; the chief work being repairs to bridges, culverts, and upon hills which water had washed out.

PETERSON ROAD.

This work was the removal by blasting of about 200 cubic yards of rock above "High Falls," on the south branch of the Muskoka River, which dammed the water and flooded the Peterson Road to such an extent annually as not only to impede travel, but to make it absolutely dangerous. It is expected that the action taken will largely correct the above difficulty. The municipality of Draper and Oakley gave \$50 towards the work.

ROSSEAU AND NIPISSING ROAD.

\$100 spent in making some necessary repairs upon bridges and culverts between Mecunoma and Nipissing.

RYDE ROAD.

This portion of the Ryde Road is between Rama and Dalton, and has this season been made from the Dalton and Washago Road southward five miles to Head River as a good winter road. A spur one-third of a mile in length was also made eastward between concessions 7 and 8, of Dalton, into a settlement of fifteen to twenty families. This is an important connection and will save a great many miles of extra travel to the settlers.

RYDE CENTRE ROAD.

This road is between lots 5 and 6 of the township of Ryde, and the season's work the construction of two and three-quarter miles through concessions 3 to 10. In this, as in many cases this year, bush fires which were so prevalent, caused the loss of much time in protecting bridges and crossways and sometimes protecting settlers in their homes.

SEGUIN FALLS BRIDGE.

This bridge, with another, called Seguin River Bridge, are two structures on the Rosseau and Nipissing Road which were substantially repaired. The first being raised nearly four feet on account of high water and flooding, and the second replanked and otherwise renewed.

SINCLAIR ROAD.

Repairs on the southerly end of this road, beginning at the Muskoka and Bobcaygeon Road, and being through concessions 2 to 5 of Sinclair.

STEPHENSON TOWN LINE ROAD.

An expenditure of \$85 incurred in taking out timber and iron of a bridge on this road which fell into the water, and which it was thought well to save.

STISTED SWAMP ROAD.

Eighty-five rods of crosswaying built opposite lots 5 and 6, between concessions 4 and 5 of Stisted. The money devoted to this work was not sufficient, but the settlers assisted in the completion of the crossway.

TROUT CREEK BRIDGE.

A bridge over Trout Creek, on the line of Westphalia Road, lot 33, concession 3, Himsworth. It is 150 feet long with a main span of 80 feet in the clear. The abutments are 10 feet by 16 feet, and 17 feet high, filled with stone. The inspector says it is without doubt one of the best bridges in the district.

WESTPHALIA ROAD.

The work this season was begun at the railway—lot 24, between concessions 2 and 3 of Himsworth, and continued between the two concessions named, westward to lot 29, when in consequence of the impracticability of the road allowance the road was diverted northerly, passing through the fronts of lots 30, 31, 32 and part of 33 to Trout Creek, where a bridge was built, and more particularly referred to under the title of Trout Creek Bridge. It is two miles and a half of heavy work.

This is one of the most important roads in Parry Sound District, as when opened westward to meet the portion now built it will be a leading highway for a great many townships.

EAST DIVISION.

ADDINGTON ROAD.

Eleven miles of repairs made, from the village of Cloyne southerly, within three miles of the Canadian Pacific Railway crossing of the road. This portion is now said to be in splendid condition.

Upon the road north of Massanoga Lake, three bridges were repaired, one being over Mallory's Creek or Mill Stream, which is really a new structure one hundred feet long; the others being that over Massanoga River and one over Louse Creek. About half a mile was also made as a diversion of the Mississippi Road.

ADMASTON ROAD.

Work from Richardson's Mill, lot number 8, concession 2 of Grattan, to lot 19, concession 10 of Admaston. Four miles of repairs.

ALGONA AND HAGARTY ROAD.

From about five and a half miles west of Eganville repairs were extended some six miles westerly.

ALGONA (TELEGRAPH) ROAD.

Three and a half miles repaired from five and a half miles west of Eganville in a south-westerly direction over the road.

ANSTRUTHER ROAD.

This road, which is in reality a diversion in lieu of the Burleigh Road, was begun about four years ago. This grant was used for general repairs over its whole length of about eleven miles.

BEACHBURG AND COBDEN ROAD.

A road leading from the Village of Beachburg, in the township of Westmeath, to the Village of Cobden, on the Canadian Pacific Railway, ten miles in length. Three miles of this length were repaired from Beachburg south-westerly.

BEAR LAKE ROAD

Is on the tenth and eleventh concession road of Glamorgan, extending from the Burleigh Road easterly. The length made is one and three-quarter miles, which may be called new work, as previously it was but a settlers' trail.

BOBCAYGEON ROAD.

From Kinmount northward fire had almost entirely destroyed several miles of the road, rendering traffic impossible, and the expenditure made was an absolute necessity. The repairs, or more properly renewals, were between Kinmount and Minden, three miles, and north of Minden two and a half miles—the former costing a little less than \$800, and the latter about \$470.

BONNECHERE RIVER ROAD.

A road on the north side of Bonnechere River. The portion made this year is new, and made first from Eganville to the sixth and seventh concession line of Wilberforce a mile and a quarter; and again, on the last named line, from that between lots 8 and 9 easterly half a mile.

BROMLEY 9 AND 10 SIDE LINE ROAD.

This work is on the side line indicated through concessions 6, 7, and 8, two miles, chopped 30 feet wide, grubbed and graded.

BUCKHORN ROAD.

This road was repaired in three different sections, as follows:—1. Five miles and three-quarters on the town line between Glamorgan and Cavendish, which had become overgrown with small timber and brush shutting out wind and sunlight, both of which are necessary for roads at any rate. The above cost \$400.

2. Repairs were made from the Monck Road southerly through six concessions in the township of Smith, a distance of nearly five miles, costing \$768.22, of which amount the municipality of Smith contributed \$250 and the county of Peterborough a like sum.

3. In consequence of the destruction by fire of some crossways and bridges, it became necessary to repair them in order to maintain traffic, and which was done at a cost of \$189.50.

BURLEIGH ROAD.

The principal work in this instance was the building of a bridge over Eel Creek, near the Village of Apsley, with another, about nine miles south of the village, at what is called "The Depot." They are each the same style, namely, main span 36 feet on piers 9 feet high, and total length of 56 feet with good earth approaches.

BURNT RIVER BRIDGE.

A bridge on the Buckhorn Road, in the township of Dysart, built to replace one destroyed by fire and entirely stopping traffic. The present structure is 210 feet long, of cedar throughout.

CALLENDER STATION ROAD.

Continued from last year's operations southerly, between lots 30 and 31 of Bonfield to the line between concessions 5 and 6—two miles of new road, chopped 30 feet wide, and grubbed and graded.

A bridge 85 feet long, built over Spark's Creek on the line of road, is included in the expenditure of \$517.90.

CAVENDISH ROAD.

Repairs made from the point of division between lots 15 and 16, on the road allowance between concessions 13 and 14 of the township of Galway, and continued along the last named road to lot 19, a length of one mile of well built road.

CHALK RIVER ROAD.

Upon examination, the road upon which it was intended to spend this money was found to be impracticable, and the inspector, after looking fully into the subject, recommended the improvement of the main road. This was done, and the Pembroke and Mattawa Road was repaired from lot 36 to lot 43, of Range A, in the township of Buchanan—two miles.

CHANDOS ROAD.

Repaired from Apsley, on the Burleigh Road, eastward seven and a half miles.

CHANDOS AND WOLLASTON TOWN LINE ROAD.

Two miles of repairs from the north-west angle of Wollaston, southerly between it and Chandos. It was chopped out three years ago, but was not grubbed or graded, as it now is. The counties of Hastings and Peterborough each gave \$50 towards the above, so that the Government outlay was only \$100.

COBDEN AND EGANVILLE ROAD.

Work commenced at Cobden Station, and repairs made to the town line between Ross and Bromley; and thence along the road between lots 15 and 16 to concession 8, a length altogether of seven miles.

COMBERMERE BRIDGE.

Repairing and replanking the large bridge over the Madawaska River, at Combermere.

DISTRICT LINE AND DOUGLAS ROAD.

Repairs from lot number 8 to lot 13, in concession 9 of Bromley—two miles.

DUNGANNON ROAD.

This is the fourth and fifth concession line of Dungannon, and was repaired from the Hastings Road eastward to lot number 19, two and a quarter miles; besides three-quarters of a mile constructed farther to the east on the same line.

EAST STANHOPE ROAD.

The construction of three and a quarter miles of road from Black River Bridge, which is on the road between concession 3 and 4, and between lots 15 and 16 of Stanhope, north to the sixth and seventh concession line, and from this latter point west about a quarter of a mile.

EGANVILLE AND FOY ROAD.

Repairs over four miles, from half a mile west of Eganville to Delaney's Bridge, and the road said to be now in good condition throughout.

GOLDEN LAKE BRIDGE.

Some necessary repairs to the approaches and to the covering and railing of this structure, which is at the foot of Golden Lake, in Renfrew, and built by the Department about six years ago.

GOODERHAM ROAD.

A work on the line between concessions 5 and 6 of Glamorgan, from the line between lots 15 and 16 to that between lots 18 and 19, or from Monck Road eastward.

It was a rough settlers' road, and much requiring this small expenditure over its length of four miles.

HALEY'S STATION ROAD.

A road from Haley's Station, on the Canadian Pacific Railway, to Portage Du Fort. It is six and a half miles long, and was more or less repaired over its entire length.

HARVEY ROAD.

One mile of a new road, beginning about five and a half miles east of Bobcaygeon Road (lot 21, con. 14, Harvey), and extending easterly.

HASTINGS ROAD.

The repairs on the Hastings Road were begun at Rathbun Station, and continued northward sixteen miles, to about one mile north of the Village of Bancroft.

On the St. Ola Road, for which in the estimates a portion of the grant of \$1,000 was given, there was made travelable, from lot 19, concession 4, to lot 23, concession 8, of the township of Limerick, two and a half miles.

The road itself begins on the Hastings Road, where it is crossed by the Central Ontario Railway, and is from thence south-easterly through the township of Limerick. The road is ten miles long, which has been opened by the settlers, except the portion before mentioned as having been this year wrought over.

HERSCHEL TOWN LINE ROAD

Commenced on lot 9, concession 16; thence to lot 14, on the same concession line; again beginning at lot 26 on the town line, and continuing to lots 29 and 30 of Cardiff, and known as Deer Lake Settlement—four miles of work over what was previously a rough lumbermens' road.

HINCHINBROOKE ROAD.

One mile of repairs over a rough and rocky piece, from lot 5 eastward on the ninth and tenth concession line of the township of the same name.

INDIAN RIVER ROAD

Is on the road allowance between concessions 7 and 8 of Alice; the work this year being between lots 25 and 30. Some 200 pine stumps were taken out, and the mile and a quarter ditched, and graded eighteen feet wide throughout.

INDIAN RIVER BRIDGE.

A bridge erected four years ago, but so injured by the freshets and pressure of logs against it as to require this expenditure of \$155.97, to make it again secure.

LAPASSE AND BEACHBURG ROAD.

From Lapasse, on the Ottawa River, to Beachburg, in the township of Beachburg, this road was repaired throughout its length of seven miles. It had been roughly cut out some years ago.

LAVANT BRANCH ROAD.

This work is in the township of Lavant, on the north side of Clyde River, beginning at the boundary between Darling and Lavant on lot 10, concession 1, of the last named township, and from thence in a north-westerly direction, crossing lots 10 and 11 of concession 2, and lots 13 and 14 of concession 3—a length of three miles of what was a sort of shanty road.

LUTTERWORTH ROAD.

This, with the Lutterworth and Somerville Town Line Road received some slight repairs to crossways and other items, equal to about a mile of repairs.

MATTAWA AND TEMISCAMINGUE ROAD.

Repairs were made over ten miles of this road between Mattawa Village and Les Arables, on the Ottawa River, and a bridge 150 feet long built over Antoine Creek, according to a sketch furnished the overseer by the inspector.

McCLINTOCK ROAD.

The construction of four miles from lot 11, concession 3, in a north-easterly direction to the line between lots 20 and 21 in the sixth concession, all in the township of McClintock, making, with last year's work, eight miles.

MISSISSIPPI ROAD.

Two principal sections were repaired, the one being three miles of work from where the road intersects the North Frontenac Road westward, and the second, five miles of repairs from the Carlow Road eastward.

The sum of \$93.60 was also spent in repairing damage by fire to that portion which lies between Otter Lake and Booth's Bridge.

MISSISSIPPI AND FRONTENAC JUNCTION ROAD.

Two and a half miles repaired from the intersection with the Frontenac Road northerly, and the whole road reported as in good condition.

MONCK ROAD.

Repairs were made from Uphill eastward three and a half miles, and from Cheddar to Burnt River, seven miles.

Four miles were constructed as a deviation, and is from the Snowdon Road on the north side of Burnt River, beginning on lot 26, concession 5, Snowdon; thence easterly along or near the river to Furnace Falls on lot 18, concession 1, crossing the river on a bridge previously built and now repaired and improved, and uniting with the original Monck Road, on lot 17 in the last named concession line of Snowdon.

This deviation was made for two chief reasons, one being to avoid a series of railway crossings which, from the nature of the country, were unavoidable and would have been a constant source of danger; and the second was, that the settlement was upon the north side of Burnt River, and the road as it then existed was valueless to that section, while few if any were in any degree served by the original location.

This, on account of so much new work and necessary repairs to bridges, cost more than the appropriation by some \$800.

MONMOUTH ROAD.

Work this season was commenced at lot number 10 between concessions 21 and 22 of Cardiff, and continued from thence easterly along or near the said concession line to Deer Lake Road, intersecting it on lot 24 in concession 21, a distance altogether of four and a half miles of new work, cut out only 25 feet wide, but fairly leveled and graded.

MONTAGLE ROAD.

This portion of the road, which is three miles long, had been chopped out as a winter road, but was unfit for general travel. It is from the boundary between Dungannon and Montegale southerly to the Mississippi Road, and is an important highway in the interests of settlers and the further development of the townships.

NORTH ALGONA (4TH CON.) ROAD.

Two and a half miles of construction, and is on the third and fourth concession line, beginning at the boundary line between Wilberforce and North Algona and extending to Golden Lake.

NORTH BAY AND TEMISCAMINGUE ROAD.

Work was continued from last season's operations between concessions 2 and 3 of Widdifield northward between lots 14 and 15 to the fifth concession; thence east to the line between lots 13 and 14, thence northward to the town line of Merrick. After this the work was continued north-westerly into Merrick, through a rough and hilly district as far as the third concession, the last half mile being on the town line between Merrick and Mulock, giving six miles of road constructed and two miles of grading which last year had been chopped out only.

This district is being rapidly occupied, or at any rate as fast as the road construction.

NORTH BAY AND TROUT LAKE ROAD.

A road from the North Bay and Temiscamingue Road, easterly to Trout Lake, and about its north shore.

Three miles and a half of almost new work was made this year, as only about two miles of the route was a rough trail.

The road is through lots 21 and 22, of concession C. Widdifield, and through lots 19 to 16 of concession B; and again in concession C, through part of lot 16 and lot 15 to the lake shore.

It is desirable that the road be produced yet some distance in the interests of the farther development of that section which is yet so new.

OPEONGO ROAD.

Of the grant of \$1,200, the sum of about \$700 was spent in improving a deviation made last year about the Prussian Hills, as then more fully described. This portion is reported as well repaired and very much improved over its length of six miles.

For the balance of the appropriation four miles between Brudenel and "Foy's Hotel" were repaired, making a total of ten miles of improvement.

OPINICON LAKE ROAD.

This work is chiefly the formation of a high embankment over some low or drowned land of Lake Opinicon.

The bottom was first filled with timber to low water line and then further raised from two to four feet with stone, so as to raise it about two feet above the general high water line.

The length is 280 feet, and is between lot 1, concession 16, Bedford, and lot 16, concession 15, Storrington. Some other work was done as repairs on portions of the road.

OTTER CREEK BRIDGE.

The renewal of a bridge in Monmouth, on the Monmouth Road, built in 1886, and this season destroyed by fire. The estimated cost is \$250, of which \$100 had been paid when the accounts closed at the end of the year.

PALMER RAPIDS BRIDGE AND ROAD.

The bridge in question—called in the estimates Madawaska River Bridge, is on the line of this road over the said river, and was built for a fixed sum, except some small work paid for as extra. It is built upon piers in connection with an existing dam, and was so done upon the recommendation of the Inspector as being cheap and sufficient for present purposes.

The road work consisted of seven miles of repairs or improvement of that which three years ago had been opened as a winter road, and lies between the Madawaska River and the town line between Carlow and Raglan. It will doubtless be of great convenience to settlers in the northern portion of the County of Hastings as well as to those in the adjoining county.

PAUDASH LAKE ROAD.

This road, described generally in last year's report, was further improved this season and made passable for vehicles over its length of about eight miles.

In addition, two short branch roads were made to connect with settlements and lumber roads for the convenience of residents.

The work amounts to about eight miles of repairs and two miles of construction.

PETERSON ROAD.

Ten miles of the main road were improved, namely: from the Hastings Road eight miles eastward and two miles westward. Peterson Branch Road, was also repaired from near Combermere six and a half miles towards Brudenel. Again, in the township of Herschel, upon application of the County Council of Hastings, and their grant of \$100 towards the work, a bridge was built over McGeary's Creek, lot 10, concession 8, 300 feet long, and costing altogether about \$200. The settlers had opened the road but were unable to build the bridge.

PETERSON AND STANHOPE BRANCH ROADS.

On these two roads fourteen and a half miles were well repaired.

Those on the Peterson Road proper were from Buskong Lake easterly two miles from the line between lots 30 and 31 of Stanhope easterly, three and a half miles.

On the Stanhope Branch Road, the work was from the Peterson Road (about one and a half miles west of Haliburton) southerly six miles; and again from the Peterson Road northerly, between lots 30 and 31 on concession 6, three miles—a large amount of work for the expenditure \$950.

PETEWAWA AND ALICE ROAD.

A road on the town line between Petewawa to Alice, from lot 7 to lot 13, both inclusive, one and three quarter miles of new work, all graded except a quarter of a mile which for want of money was not completed.

PETEWAWA 6 AND 7 SIDE LINE ROAD.

One mile and a half of repairs upon the above named side line of Petewawa, from the Pembroke and Mattawa Road westward.

PETEWAWA 15 AND 16 SIDE LINE ROAD.

It was intended to open this road through concessions 6 and 7, but the money given, \$200, was only sufficient to build half a mile, leaving some 30 chains yet unfinished.

PERTH ROAD.

Repairs were made over three sections of the road, the first of which was between Stone's Corners and Tett's Mill, twelve miles; the second from the mill just named to Westport, six miles; and the third section, from the last named point northward seven miles. Total length, twenty-five miles.

POINT ALEXANDER AND BASS LAKE ROAD.

Work was begun on this road two years ago, and continued last season as well as the present.

Two and three quarter miles were constructed in the two previous years, and one and a half miles this season, opening the road from Point Alexander, on the Pembroke and Mattawa Road, to Bass Lake Station, on the Canadian Pacific Railway. It is understood that the road is not yet thoroughly graded, while it is now a good winter road.

RAGLAN AND SNAKE CREEK ROAD.

This is a road four miles long which the settlers had chopped out twenty-five feet wide, and is an outlet for a large German settlement.

It begins at the main road on the south side of the Madawaska River, in Raglan township, at the north end of lot thirty-two, in concession fifteen, and is from thence southward through to concession ten inclusive, ending at the south-east angle of lot twenty-five, its course being almost direct. The grant was spent upon two and a half miles, which was graded and otherwise improved.

ROLPH AND WYLIE ROAD.

A new road in the township of Rolph, begun on the boundary between Rolph and Wylie, between lots ten and eleven, and continued northward on the last named line to the fourth and fifth concession line. Two and a half miles, cut out forty feet wide, and partially graded.

ROSS AND BROMLEY TOWN LINE ROAD.

There were three miles of this road opened roughly last year, from lot five to lot thirteen of Ross, one and a quarter of which, this season, was permanently completed. The lowness and wetness of the ground, is given as the reason for the comparatively short length wrought over.

SEBASTOPOL AND LYNDOCH ROAD.

This is a new road of two and three quarter miles, commenced at the line between lots four and five, of concession fourteen, Lyndoch, and made from thence southward to lot nine, in the same concession, and then crossing the lots to number thirteen, in concession thirteen.

It is chopped out twenty-five feet wide and fairly graded, making a passable waggon road, and accommodating a large number of German settlers.

SCOTT ROAD.

The chief work was building a bridge one hundred and twenty-five feet long, having a main opening of twenty-six feet.

SHARBOT LAKE BRIDGE.

The floating bridge was repaired at a cost of a little over \$100, and the balance of the expenditure used in building a new bridge on the road, about two miles south of the railway station.

SHAW ROAD.

Repairs from lot three, concession fifteen, Wilberforce, south to lot one, concession fourteen. One and a half miles of improvement.

SHERWOOD ROAD.

A new work of three and three-quarter miles, its position being as follows: Commencing at the boundary line between Hagarty and Sherwood, and from thence north to the sixth and seventh concession, from that between concessions five and six; thence westward, between concessions six and seven of Sherwood, to the road allowance between lots five and six, and from thence northward on the last named road allowance, to that between concessions eight and nine. It is chopped out thirty-five feet wide and fairly well grubbed and graded.

SNOWDON 10 AND 11 SIDE LINE ROAD.

This is the completion of this side line road as given in last year's report, and is one and a quarter miles of repairs, including a bridge over Burnt River, one hundred feet long.

STURGEON FALLS BRIDGE AND ROAD.

This bridge is one built from an island over a branch of Sturgeon River, and is the continuation of the road over the river where, last year, a one hundred and thirty feet span iron bridge was erected.

The present structure is a wooden one, one hundred and eighty feet in length, with two main spans of fifty feet in the clear, built in accordance with a plan furnished. The centre crib is sixteen feet high, and the end ones about thirteen feet each.

It was found necessary to spend nearly \$500 more than the grant in order to make approaches to the bridge, that it and the iron bridge might be available for traffic.

TAMWORTH AND OSO ROAD.

Repaired from about five miles south of Arden, southward, five miles, towards Tamworth. Fires in this instance had caused considerable damage, putting the road in very bad condition, but now said to be in good shape.

VICTORIA ROAD.

These repairs were from the Victoria Railway, southerly, about four and a half miles

WILBERFORCE AND ALICE ROAD.

A new road on the boundary between Wilberforce and Alice, from where the line between lots twenty-two and twenty-three, of concession twenty-five, intersects the same, westerly, two and three-quarter miles, embracing a large amount of crosswaying.

WILBERFORCE 18th CONCESSION ROAD.

This work is on the road allowance between concessions seventeen and eighteen, from lot twenty-one to lot twenty-five, both inclusive. It is an entirely new work, one and a quarter miles in length. The money was not sufficient to complete a long crossway over Black Creek, so that the whole road is as yet unfinished.

WILBERFORCE AND ALGONA ROAD.

This is a continuation of last year's work, in opening the town line between Wilberforce and North Algona. Half a mile made.

WILBERFORCE 15 AND 16 SIDE LINE ROAD.

A mile and a quarter of swamp, which required to be raised and improved so as to make the road passable.

The foregoing completes the list, and I now beg to add the following summary of expenditure upon the same :—

SUMMARY OF EXPENDITURE UPON COLONIZATION ROADS AND BRIDGES IN 1887.

	Cash.	Supplies from De- partment.	Total.
	\$ c.	\$ c.	\$ c.
NORTH DIVISION.			
Barrie Island Bridge	43 50		43 50
Base Line..... Road	396 80		396 80
Basswood Lake..... do	881 25	120 43	1001 68
Bright and Gladstone..... do	529 21		529 21
Clark's..... Bridge		74 31	74 31
Cockburn Island..... Road	807 55	190 47	998 02
Coffin..... do	700 00	141 95	841 95
Coyne's..... do	907 53	119 86	1027 39
Grand Portage..... do	500 70		500 70
Great Northern..... do	614 76		614 76
Huronian Mines..... do	7237 47	1219 08	8456 55
Inspection.....	1427 00		1427 00
Manitoulin Island..... Roads	4677 57	585 76	5263 33
Mississaga..... do	1789 72	363 46	2153 18
Parkinson, balance of '86..... do	87 36		87 36
Parkinson..... do	811 64	189 68	1001 32
Point De Meuron, balance of '86..... Bridge	106 48		106 48
Point De Meuron..... Road	1511 50	154 44	1665 94
Rabbit Mountain and White Fish Lake, balance of '86..... do	50 11		50 11
Rabbit Mountain and White Fish Lake..... do	7116 04	393 30	7509 34
Rainy River..... do	3115 21	848 83	3964 04
Rat Portage and Keewatin, balance of '86..... Bridge	89 63		89 63
Rat Portage and Keewatin..... Road	1027 85		1027 85
Rock Lake Branch, on account..... do	100 00		100 00
Spanish River, on account..... do	100 00		100 00
St. Joseph Island..... Roads	2206 67	446 91	2653 58
Thessalon Road..... Bridge	397 50		397 50
	37233 05	4848 48	42081 53
LESS GRANT FROM— Rabbit Mountain Mining Co.....			800 00
Departmental Expenditure.....			41281 53
WEST DIVISION.			
Ah-mic Lake, on account..... Bridge	600 00	113 18	713 18
Alsace..... Road	710 25	99 40	809 65
Baxter..... do	487 38	21 80	509 18
Baysville and Gravenhurst, '78-9..... do	50 00		50 00
Black Creek..... Bridge	70 00		70 00
Black River, balance of '86..... do	18 00		18 00
Booth's..... do	342 36	41 47	383 83
Brennan's, on account..... do	600 00		600 00
Bridge Repairs, Parry Sound District.....	1261 00	95 34	1356 34
Brandy Lake Creek Works, balance of '86.....	40 08		40 08
Brunel..... Roads	503 51		503 51
Burk's Falls..... do	1060 89	85 43	1146 32
Burk's Falls Station..... do	516 69		516 69
Burpees..... do	650 95	153 09	804 04
Carling..... do	714 10	192 96	907 06
Cardwell Junction..... do	525 45		525 45
Carrington..... do	549 12		549 12
Christie..... do	309 12		309 12
Dee Bank and Three Mile Lake..... do	645 40		645 40
Distress River..... do	197 94		197 94
Draper and Gravenhurst..... do	556 10		556 10
Eagle Lake..... do	137 00		137 00
Ferguson..... do	595 53	207 97	803 50
Golden Valley..... do	756 26	120 15	876 41
Hagerman and Croft..... do	309 19		309 19

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

		Cash.	Supplies from De- partment.	Total.
WEST DIVISION— <i>Continued.</i>		\$ c.	\$ c.	\$ c.
Hinsworth, No. 1	Roads	693 76	118 45	812 21
do No. 2	do	913 29	53 29	966 58
Inspection	Road	1,270 05		1,270 05
July	Road	829 84	166 21	996 05
Junction, No. 2	do	500 00		500 00
do No. 3	do	503 97		503 97
Kearney, No. 2	do	476 26	47 49	523 75
Lake Shore	do	507 41		507 41
Leg Lake, balance of 1886	do	13 02		13 02
Leg Lake	do	188 53	32 20	220 73
Macaulay	do	600 12		600 12
Maganetawan	do	716 76	132 43	849 19
Manitowaba	Bridge	468 63		468 63
Maple Island, balance of 1886	do	23 91		23 91
Mills and Wilson	Road	620 38	249 68	870 06
Monck Centre	do	994 36	5 68	1,000 04
Monck 5 and 6 Side Line, on account	do	100 00		100 00
Monteith and Perry, No. 1	do	757 48	130 17	887 65
do No. 2	do	489 71	34 94	524 65
Muskoka	Road Bridges	340 00		340 00
Muskoka	Road	1,334 85	304 47	1,639 32
Musquosh	do	514 96		514 96
New Jerusalem	do	710 95	78 60	789 55
Northern	do	473 76	74 31	548 07
North Ryerson	do	527 10		527 10
Nosbonsing	do	679 97	182 27	862 24
Orange Valley	do	600 30		600 30
Parry Sound	do	562 49	30 31	592 80
Peterson	do	265 03		265 03
Rosseau and Nipissing	do	100 20		100 20
Ryde	do	655 84	151 93	807 77
Ryde Centre	do	832 75		832 75
Seguin Falls	Bridge	220 93		220 93
Seguin River	do	177 50		177 50
Sinclair	Road	804 65		804 65
Stephenson Town Line	do	85 00		85 00
Stisted Swamp	do	229 80		229 80
Storage	do	7 00		7 00
Trout Creek	Bridge	689 31	291 06	980 37
Westphalia	Road	802 32	171 54	973 86
		33,488 51	3,385 82	36,874 33
LESS GRANT FROM—				
Muskoka Mill and Lumber Co.	\$ 66 50			
Municipality of Draper and Oakley	50 00			
Residents of Burk's Falls	100 00			216 50
Departmental Expenditure				36,657 83
EAST DIVISION.				
Addington	Road	1,047 50	34 50	1,082 00
Admaston	do	542 42		542 42
Algona and Hagarty	do	529 81		529 81
Algona (Telegraph)	do	502 90		502 90
Anstruther	do	432 51		432 51
Beachburg and Cobden	do	500 55		500 55
Bear Lake	do	200 00		200 00
Bobcaygeon, No. 1	do	559 63	234 78	794 41
Bobcaygeon, No. 2	do	469 23		469 23
Bonnechere River	do	508 13		508 13
Bromley 9 and 10 Side Line	do	400 00		400 00
Buckhorn, No. 1	do	400 00		400 00

SUMMARY OF EXPENDITURE, Etc.—Continued.

	Cash.	Supplies from De- partment.	Total.
	\$ c.	\$ c.	\$ c.
EAST DIVISION—Continued.			
Buckhorn, No. 2.....Road	768 22		768 22
Buckhorn, No. 3.....do	189 50		189 50
Burleigh.....do	882 68		882 68
Burnt River, on account.....Bridge	200 00		200 00
Callender Station.....Road	517 90		517 90
Cavendish.....do	396 82		396 82
Chalk River.....do	303 60		303 60
Chandos.....do	317 78		317 78
Chandos and Wollaston Town Line.....do	214 50		214 50
Cobden and Eganville.....do	200 00		200 00
Combermere.....Bridge	157 94		157 94
District Line and Douglas.....Road	606 25		606 25
Dungannon.....do	184 38	22 70	207 08
East Stanhope.....do	636 56	169 46	806 02
Eganville and Foy.....do	539 40		539 40
Golden Lake.....Bridge	110 00		110 00
Gooderham.....Road	200 00		200 00
Grattan and Clontarf, balance of 1886.....do	26 50		26 50
Hagarty and Brudenel, balance of 1886.....do	164 72		164 72
Haley's Station.....do	200 88		200 88
Harvey.....do	499 50		499 50
Hastings.....do	950 53	85 14	1,035 67
Herschel Town Line.....do	454 68	56 75	511 43
Hinchinbrooke.....do	199 27		199 27
Indian River.....do	500 51		500 51
Indian River.....Bridge	155 97		155 97
Inspection.....	1,086 42		1,086 42
Lapasse and Beachburg.....Road	500 63		500 63
Lavant Branch.....do	535 25		535 25
Lutterworth.....do	45 00		45 00
Lutterworth and Somerville.....do	50 00		50 00
Mattawa and Temiscamingue.....do	1,499 61		1,499 61
McClintock.....do	700 00	97 25	797 25
McCool, balance of 1886.....do	135 68		135 68
Mississippi, No. 1.....do	759 54		759 54
Mississippi, No. 2.....do	335 00		335 00
Mississippi, No. 3.....do	93 60		93 60
Mississippi and Frontenac Junction.....do	519 62		519 62
Monck.....do	2,475 46	337 49	2,812 95
Monmouth, on account.....do	450 00		450 00
Monteagle.....do	262 43	34 10	296 53
Mud Creek, balance of 1886.....do	50 00		50 00
North Algona, 4th Concession.....do	500 00		500 00
North Bay and Temiscamingue.....do	2,521 39	483 46	3,004 85
North Bay and Trout Creek.....do	404 73		404 73
Opeongo.....do	1,260 67		1,260 67
Opeongo and Rockingham, account 1886.....do	250 00		250 00
Opinicon.....do	509 20		509 20
Otter Creek, on account.....Bridge	100 00		100 00
Palmer Rapids.....do	387 24		387 24
Palmer Rapids.....Road	450 00		450 00
Pandash Lake.....do	597 78		597 78
Peterson.....do	1,521 96	178 22	1,700 18
Peterson and Stanhope Branch.....do	950 00		950 00
Petewawa and Alice.....do	499 98		499 98
Petewawa, 6th and 7th Side Line.....do	100 00		100 00
Petewawa, 15th and 16th Side Line.....do	199 90		199 90
Perth.....do	1,002 73		1,002 73
Point Alexander and Bass Lake.....do	501 88		501 88
Raglan and Snake Creek.....do	396 35		396 35
Roche Fondeau, balance of 1886.....do	46 21		46 21
Rolph and Wylie.....do	507 75		507 75
Ross and Bromley.....do	500 10		500 10
Sebastopol and Lyndoch.....do	418 54		418 54

SUMMARY OF EXPENDITURE, Etc.—*Continued.*

		Cash.	Supplies from De- partment.	Total.
		\$ c.	\$ c.	\$ c.
EAST DIVISION—Continued.				
Sharbot Lake.....	Bridge	308 30		308 30
Scott	do	426 30		426 30
Shaw	Road	200 00		200 00
Sherwood	do	751 41		751 41
Snowdon, 10 and 11 Side Line.....	do	338 06		338 06
Sturgeon Falls.....	Bridge and	1,201 94	48 23	1,250 17
Tamworth and Oso	do	400 49		400 49
Victoria.....	do	200 00		200 00
Willberforce and Alice.....	do	494 40		494 40
Willberforce 18th Concession.....	do	499 66		499 66
Willberforce and Algona.....	do	250 45		250 45
Willberforce 15th and 16th Side Line.....	do	104 70		104 70
		43,971 12	1,782 08	45,753 20
LESS MUNICIPAL AND OTHER GRANTS—				
Refund Trout Lake and Folger Road of 1886.....	\$ 17 78			
Municipality of Smith.....	250 00			
County of Hastings	150 00			
County of Peterboro'.....	300 00			717 78
Departmental Expenditure				45,035 42

RECAPITULATION.

	\$ c.	Less Muni- cipal and other Grants.	\$ c.	\$ c.
I. North Division.....	42,081 53	800 00	41,281 53	
II. West Division.....	36,874 33	216 50	36,657 83	
III. East Division	45,753 20	717 78	45,035 42	
Total Departmental Expenditure.....				122,974 78

HENRY SMITH.
Supt. Col. Roads.

DEPARTMENT OF CROWN LANDS,
31st December, 1887.

REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO
FOR THE YEAR
1888.

Printed by Order of the Legislative Assembly.



Toronto :
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1889.

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REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO,
FOR THE YEAR 1888.

*To His Honour the Honourable SIR ALEXANDER CAMPBELL, K.C.M.G.,
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOUR:

As required by the law relating to the administration of the Crown Lands Department, I now submit for the information of Your Honour and the Legislature a Report for the fiscal year ended on the 31st December, 1888, of the management, etc., of the Crown Lands of the Province.

CLERGY LANDS.

The area of these lands sold during the year was 568 acres, aggregating in value \$727.85. The amount collected on account of these and former sales was \$8,347.49. (*See Appendix No. 3, page 4.*)

CROWN LANDS.

The area of Crown Lands sold during the year was 52,962 acres, aggregating in value \$76,453.57. The collection on account of these and sales of former years amounted to \$77,071.40. (*See Appendix No. 3, page 4.*)

COMMON SCHOOL LANDS.

The area of these lands sold during the year was 345 acres, aggregating in value \$768.26. The collection on account of these and former sales amounted to \$11,395.15. (*See Appendix No. 3, page 4.*)

GRAMMAR SCHOOL LANDS.

The number of acres sold during the year was 392, aggregating in value \$488.65. The collection on account of these and former sales was \$2,445.20. (*See Appendix No. 3, page 4.*)

COLLECTIONS AND REVENUE.

The total collection of this Department on account of all sources of Revenue was \$1,450,089.79. (*See Appendix No. 4, page 5.*)

DISBURSEMENTS.

The total disbursements of the Department on account of all services and expenditures was \$248,029.46. (*See Appendix No. 6, page 7.*)

WOODS AND FORESTS.

The total collection for the year was \$1,316,139.09, which includes \$748,865.34 paid on account of bonuses, leaving the net collection on account of timber dues, ground rent, etc., to be \$567,273.75.

The lumber trade has been healthy during the past year, the principal feature, however, being the active demand and fair prices obtained for timber in the Quebec market.

FIRE RANGING.

There was paid during the year on account of this service \$24,113.08, but of this \$6,258.55 was on account of 1887, leaving the net expenditure on account of this year to be \$17,854.53—one-half of which is refundable by the Licensees.

The service continues to give satisfaction to those availing themselves of its provisions, and is being extended over a wider area year by year. The service was inaugurated in 1885 in which year thirty-seven Rangers were placed upon various limits; in 1886, forty-five were employed; in 1887, fifty-five were employed, and this year there were seventy.

Although the summer was not so dry as the one preceding, yet several extensive bush fires took place, notably in the Georgian Bay region, on the Bonnechère and Petewawa Rivers, in the Ottawa region and the Nipissing country. The Rangers and lumbermen were asked, as is usual, to report the quantity of timber damaged, the quantity likely to prove a total loss, and, generally speaking, the causes of the fires.

The information thus gathered shows about seventy distinct fires; timber damaged, one hundred and sixty millions of feet, of which not more than about ten or fifteen millions will be a total loss. The principal cause of the fires is given as the setting out of fires by settlers in the process of clearing their land for cultivation, and carelessness as to the surrounding circumstances.

The fires on the Bonnechère and Petewawa were very dangerous, as they bordered upon dense pineries, and it was only by a systematic fight and considerable expenditure they were kept from spreading, in which event the loss would have been incalculable.

FISHERIES.

The reports received from Crown Lands Agents, Fishery Overseers and others, leads me to believe the law was fairly well observed.

The revenue from permits, etc., was \$574.50.

The regulations, reports of Overseers, etc., will be found in *Appendices No. 11 to 15, at pages 18 to 24.*

GAME LAWS.

Under the amendment to the Game Law made last session of the Legislature, foreigners were required to take out permits to hunt deer, and under this twenty-two permits were issued, the revenue from which amounted to \$220.00.

FREE GRANTS.

There are 133 townships open for settlement.

During the year just closed, 842 locations were made on 109,002 acres of land, and 74 locatees purchased 2,797 acres; 523 patents were issued to locatees. (*See Appendix No. 10, page 14.*)

CROWN SURVEYS.

The following surveys have been carried out during the year :—The townships of Dickson and Bronson, in the District of Nipissing, have been subdivided into farm lots of 100 acres each; the townships of Armstrong, Blyth, Chamberlain, Dack, Evanturel, Hudson, Ingram, Kerns, Marter, Notman and Stewart, also in the District of Nipissing, have been subdivided into farm lots of 320 acres each; and the townships of Hess and Moncrieff, in the District of Algoma, have been subdivided into lots of 320 acres each.

The outlines of six townships at the head of Lake Temiscaming, on the upper Ottawa, have been run; also a base and meridian line in the District of Algoma.

The two surveys undertaken last winter in the District of Thunder Bay, alluded to in last year's Report, were finished early in the spring. The Returns of the above named surveys have, so far as received, been examined and in most cases closed. The particulars of these surveys will be found in *Appendices Nos. 19 and 20, pages 31 and 32, inclusive.*

The Surveyors' Reports in relation to the surveys will be found in *Appendices Nos. 25 to 41, pages 39 to 58, inclusive.*

MUNICIPAL SURVEYS.

The Department has, during the year, issued instructions for twelve surveys on the petition of the Municipal Councils of the townships of Arthur, Brighton, Downie, Gwillimbury East, Lobo and Caradoc, Nepean, Otonabee, Plympton, St. Vincent, Townsend and York; and has during the year confirmed eight municipal surveys in the townships of Ancaster and Glanford, Billings, Gwillimbury East, Maidstone, Nepean, Townsend, West Wawanosh, and East Whitby.

The particulars relating to these surveys will be found in *Appendices Nos. 17 and 18, inclusive, pages 28 to 30, inclusive.*

MINERAL SURVEYS.

The General Mining Act requires that applicants, to purchase mining lands in unsurveyed territory, shall file surveyor's plans, field notes, and descriptions of their locations in the Department before any sale is carried out. Under this statutory regulation, a number of applicants in the Districts of Algoma, Nipissing, Rainy River and Thunder Bay have field plans, etc., etc., and an area of 5,542 acres has been sold and patented to them.

The particulars relating to these surveys and sales will be found in *Appendices Nos. 21 and 22, pages 33 to 35, inclusive.*

COLONIZATION ROADS.

The work done during the year was as follows:—Miles of new road constructed, 220 ; miles of road repaired, 333 ; bridges erected, 30 ; in addition to this many bridges were repaired. The work done was inspected and reported to be of a good character.

The total expenditure for the year is \$112,273.56, the particulars of which will be found in the Superintendent's report in *Appendix No. 42, pages 59 to 80, inclusive.*

Respectfully submitted,

T. B. PARDEE,

Commissioner of Crown Lands.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1888.

APPENDICES.

APPENDIX No. 1.—Continued.

RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1888.

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
Accounts.	{ D. G. Ross	Accountant	1861, April 15	£ c.	
	{ R. H. Browne	Chief Clerk, Agents Returns	1862, May 14	1,700 00	
	{ C. P. Higgins	Clerk	1873, July 1	1,300 00	
	{ E. Leigh	Clerk	1873, December 20	900 00	
	{ J. Morphy	Registrar	1873, June 1	850 00	
			1851, June 1	1,600 00	
	J. Bradshaw	Office Keeper	1852, March 27	500 00	
	A. Macdonald	Messenger	1862, May 19	550 00	
	R. Burroughes	Fireman	1868, June 1	550 00	
	D. Kinnan	Night Watchman	1873, September	500 00	

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1888.

APPENDIX No. 2.

List of Crown Land Agents for the Disposal of Free Grants, 1888.

NAME.	District or County.	Date of Appointment.	Salary per Annum.	Remarks.
Anderson, D.	Part of Peterborough	1870, November 21	\$ c.	
Best, S. G.	" " Perry Sound District	1875, March 23	500 00	
Brown, C. P.	" " Algoma District	1872, June 26	500 00	
Cockburn, J. D.	" " Nipissing District	1894, May 21	500 00	Agent for sale of lands.
Day, J. F.	" " Algoma District	1875, July 19	500 00	
Dawson, G. W.	" " Frontenac and Addington	1882, February 17	500 00	
Dill, J. W.	" " District of Muskoka	1888, August 1	500 00	
Duncan, A. G.	St. Joseph Island	1888, December 23	200 00	
Fielding, W.	Part of Victoria	1882, February 23	500 00	
Flood, Th.	" " Algoma	1886, May 21	500 00	
Gilligan, B. J.	" " Nipissing District	1884, March 26	500 00	
Handy, E.	" " Perry Sound District	1879, January 3	500 00	
Kennedy, J. D.	" " Renfrew	1885, October 30	500 00	
Mackay, T.	" " Perry Sound District	1881, December 5	500 00	
Macpherson, R.	" " Frontenac	1871, July 18	500 00	
Margach, W.	" " Thunder Bay District	1886, August 31	250 00	Agent for sale of lands.
McDonald, D. G.	" " Algoma District	1888, December 3	do do	
Nichols, W. L.	" " Algoma District	1885, August 27	500 00	do do
Reeves, J.	" " Nipissing District	1872, February 12	500 00	
Ryan, T. J.	" " Algoma District	1886, June 15	500 00	
Scarlett, J. S.	" " Perry Sound District	1880, June 17	500 00	
Stewart, C. R.	" " Hastings and Peterborough	1882, May 1	500 00	
Tait, J. R.	" " Hastings	1869, May 23	500 00	
Taylor, T. C.	" " District of Muskoka	1881, December 15	500 00	Resigned Aug. 1, 1888.
Whelan, J.	" " Renfrew	1884, September 19	500 00	

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS.
TORONTO, 31st December, 1888.

APPENDIX No. 3.

STATEMENT of Acres of Land Sold, Amount of Sales and Amount of Collections for the Year 1888.

SERVICES.	Acres Sold.	Amount of Sales.	Amount of Collections.
		\$ c.	\$ c.
Crown Lands	52,962	76,453 57	77,071 40
Clergy Lands.....	568	727 85	8,347 49
Common School Lands.....	345	768 26	11,395 15
Grammar School Lands	392	488 65	2,445 20
Total.....	54,267	78,438 33	99,259 24

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1888.

APPENDIX No. 4.

STATEMENT of the Collections of the Department of Crown Lands for the year 1888.

SERVICES.	\$ c.	\$ c.
<i>Land Collections :</i>		
Crown Lands.....	77,071 40	
Clergy Lands.....	8,347 49	
Common School Lands	11,395 15	
Grammar School Lands.....	2,445 20	
Rent.....	10 00	
In Suspense.....	18,771 42	
		118,040 66
<i>Woods and Forests :</i>		
Timber Dues	462,686 30	
Ground Rent.....	58,899 89	
Bonus	794,552 90	
		1,316,139 09
Casual Fees.....	480 44	
Surveyors' Fees.....	189 55	
Fishing License Fees	574 50	
Hunting License Fees	220 00	
		1,464 49
<i>Expenditure Refunds :</i>		
Forest Fire Prevention.....	10,506 81	
Destitute Settlers.....	243 79	
Settlers' Homestead	114 30	
Inspections.....	128 40	
Colonization Roads.....	3,000 00	
Surveys	452 25	
		14,445 55
		\$1,450,089 79

D. GEO. ROSS,
Accountant.AUBREY WHITE,
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1888.

APPENDIX No. 5.

STATEMENT of the Receipts of the Department of Crown Lands which are considered
as Special Funds.

SERVICE.	\$ c.	\$ c.
<i>Clergy Lands.</i>		
Principal.....	4,159 13	
Interest	4,188 36	
		8,347 49
<i>Common School Lands.</i>		
Principal	5,074 89	
Interest.....	6,320 28	
		11,395 15
<i>Grammar School Lands.</i>		
Principal	1,700 14	
Interest.....	745 06	
		2,445 20
		22,187 84

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1888.

APPENDIX No. 6.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1888.

SERVICE.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
<i>Salaries—Land.</i>			
Anderson, D	500 00		
Best, S. G.	500 00		
Brown, C. P.	500 00		
Cockburn, J. D.	500 00		
Dawson, G. W.	500 00		
Dill, J. W.	208 33		
Day, J. F.	500 00		
Duncan, A. G.	200 00		
Fielding, W.	500 00		
Frood, T.	125 00		
Gilligan, B. J.	500 00		
Handy, E.	500 00		
Kennedy, J. D.	500 00		
Mackay, T.	500 00		
Macpherson, R.	500 00		
Margach, W.	250 00		
Nichols, W. L.	500 00		
Reeves, J.	500 00		
Ryan, T. J.	270 83		
Scarlett, J. S.	500 00		
Stewart, C. R.	500 00		
Tait, J. R.	500 00		
Taylor, T. C.	291 66		
Whelan, J.	500 00		
		10,345 82	
<i>Salaries—Timber.</i>			
Campbell, P. C.	1,600 00		
Margach, W.	1,000 00		
Macdonald, W. J.	250 00		
Macdonald, D. F.	1,600 00		
McWilliams, J. B.	2,000 00		
Tassie, D.	100 00		
Way, J. F.	1,440 00		
		7,990 00	
<i>Salaries—Fisheries.</i>			
Flanagan, W.	50 00		
Moore, F. J.	50 00		
Willmott, J. H.	50 00		
		150 00	
<i>Agents' Disbursements.</i>			
Anderson, D.	18 29		
Brown, C. P.	8 40		
Campbell, P. C.	900 00		
Cockburn, J. D.	14 04		
Dawson, G. W.	23 32		
Day, J. F.	12 11		
Dill, J. W.	10 00		
Duncan, A. G.	4 31		
Fielding, W.	5 74		
Flanagan, W.	2 05		
Frood, T.	2 40		
Gilligan, B. J.	11 21		
Handy, E.	29 53		
Kennedy, J. D.	6 61		
Mackay, T.	16 34		
Macpherson, R.	8 83		
Macdonald, D. F.	850 03		
Margach, W.	716 00		
McWilliams, J. B.	253 22		
Nichols, W. L.	10 72		
Carried forward	2,903 15	18,485 82	

APPENDIX No. 6—Continued.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1888.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>	2,903 15	18,485 82	
<i>Agents' Disbursements—Continued.</i>			
Poupore, J.....	12 57		
Ryan, T. J.....	2 00		
Scarlett, J. S.....	23 80		
Stewart, C R.....	14 45		
Tait, J. R.....	11 21		
Tassie, D.....	1 00		
Taylor, T. C.....	95 70		
Whelan, J.....	5 82		
Way, J. F.....	84 40		
Willmott, J. H.....	43 00		
		3,197 10	
<i>Miscellaneous.</i>			
McIntosh, J. I., travelling expenses.....	18 40		
Murphy, J. J., do do.....	10 00		
Henderson, J., inspecting.....	67 00		
Nickerson, W. F., inspecting.....	9 25		
McRae, J., do.....	25 00		
Bessell, John do.....	5 00		
Bick, G do.....	49 05		
White, Aubrey, travelling expenses.....	45 50		
Kennedy, John, inspecting.....	38 30		
Williams, W. D., do.....	10 00		
		277 50	
			21,960 42
<i>Wood Ranging and Inspection of Timber Lands.</i>			
Alley, E.....		274 00	
Bick, George.....		1,040 81	
Brady, J.....		790 00	
Brennan, P.....		600 00	
Campbell, J. B.....		127 60	
Cochrane, G.....		37 45	
Cunningham, J.....		715 00	
Dulmage, A. F.....		1,330 00	
Foot, W. E.....		290 00	
Gilbert, R. A.....		140 00	
Halliday, F.....		1,442 65	
Halliday, James.....		959 65	
Johnson, S. M.....		1,474 44	
Kennedy, J.....		1,281 04	
Ludgate, B. A.....		40 00	
Ludgate, T.....		1,289 95	
Moore, D. H.....		1,050 60	
McCogherty, P.....		610 00	
McGown, W.....		820 00	
McGown, T.....		310 00	
Paget, George.....		1,110 54	
Regan, J.....		773 93	
Russell, W.....		1,496 31	
Shaw, Jos.....		1,364 05	
Smith, J. W.....		1,053 65	
Turgeon, J. B.....		575 00	
			20,936 67
<i>Forest Fire Prevention.</i>			
Aussant, T.....		204 00	
Bates, R.....		36 00	
Boland, I. M.....		104 00	
Borron, E.....		252 00	
Bowlands, W.....		533 25	
<i>Carried forward</i>		1,129 25	42,897 09

APPENDIX No. 6—Continued.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1888.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>		1,129 25	42,897 09
<i>Forest Fire Prevention.</i>			
Bradley, Th.		219 50	
Bremner, W.		424 40	
Brennan, J.		228 00	
Bromley, Th.		483 29	
Callaghan, M.		186 75	
Campbell, D.		453 00	
Cochrane, J.		464 00	
Coghlan, J.		608 00	
Columbus, W.		154 50	
Conway, J.		250 00	
Currie, S.		125 00	
Dennison, H.		226 00	
Donally, P. K.		723 50	
Donally, R. S.		486 00	
Dufond, Ignace		224 00	
Emery Lumber Company		16 80	
Fraser, Hugh A.		192 00	
Gagné, F.		316 71	
Garvey, P.		3,258 48	
Golightly, G.		1,002 15	
Gonjon, A.		533 75	
Grant, James		58 00	
Grant, T.		106 00	
Guertin, G.		226 00	
Haley, C.		283 50	
Hamilton, G. H.		106 00	
Hammond, D.		405 50	
Haskins, J.		1,128 50	
Hudson, J. C.		233 00	
Humphreys, J. G.		186 00	
Humphreys, T. W.		182 00	
Hutton, J.		174 00	
Johnson, E.		151 15	
Johnson, R. W.		26 25	
Johnston, W.		249 25	
Kirkwood, J. W.		105 25	
Link, A.		42 00	
Love, R.		113 11	
Lynch, M.		204 50	
May, H.		180 00	
Mackey, W. C.		128 00	
Mitchell, J. C.		268 50	
Murphy, J.		208 00	
McCallum, A.		212 00	
McFarlane, J.		126 00	
McDonald, J.		302 00	
McKay, M.		18 00	
McKenzie, J.		566 75	
McLachlan Bros.		401 91	
McNab, W. C.		262 00	
O'Neil, A. J.		60 00	
Parcher, A.		1,155 25	
Porter, J.		709 46	
Prince, A.		266 37	
Quackenbush, P.		251 00	
Ritchie, A. W.		100 00	
Russell, J.		130 00	
Ryan, A.		47 00	
Sage, N.		166 50	
Scantlin, J.		496 25	
<i>Carried forward</i>		21,740 08	42,897 09

APPENDIX No. 6—Continued.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1888.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>		21,740 08	42,897 09
<i>Forest Fire Prevention—Continued.</i>			
Sedgewick, J.		174 00	
Thompson, F. H.		868 50	
Vannier, A.		290 00	
Vannier, N.		259 00	
Wilson, A.		262 00	
Whyte, J. T. G.		262 00	
Young, W.		257 50	
			24,113 08
Refunds			15,574 65
Colonization roads			115,273 56
Surveys			39,494 51
Board of Surveyors			335 00
<i>Special Inspections.</i>			
Paget, George		15 00	
McGown, William		430 00	
McGown, T.		85 00	
			530 00
<i>Contingencies.</i>			
Printing and binding		1,498 54	
Stationery		1,490 77	
Postage and telegraphing		1,175 96	
Extra clerks		224 00	
Office keeper		500 00	
Messenger		550 00	
Fireman		550 00	
Fireman		457 50	
Night watchman		500 00	
Subscriptions and advertising		2,136 88	
Sundries		727 92	
			9,811 57
			248,029 46

AUBREY WHITE,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1888.

APPENDIX No. 7.

WOODS AND FORESTS.

STATEMENT of Revenue Collected during the Year ending the 31st December, 1888.

	\$ c.	\$ c.
Amount of Ottawa collections, John Poupore	199,032 08	
“ “ H. J. Chaloner	32,528 01	
		231,560 09
Amount of Belleville collections, J. F. Way	111,531 27	
		111,531 27
Amount of Western Timber District collections at Department	948,333 15	
“ “ “ H. J. Chaloner	24,714 58	
		973,047 73
Total.....		1,316,139 09

AUBREY WHITE
Assistant Commissioner.

G. B. COWPER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
Toronto, 31st December, 1888.

APPENDIX No. 8.

List of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, Dates of Appointments, and Salary allowed to each for his services, during the year ending 31st December, 1888.

Names of Territories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per annum up to 31st July, '73.		REMARKS.
				\$	c.	
Upper Ottawa.....	John Poupore	Ottawa City.....	The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	C. S. McNutt, Assistant.....	"	1858, April 13	1,400 00	1,800 00	
	J. Ritchie, Clerk	"	1864, June 23	1,000 00	1,400 00	
	A. J. Russell, jr., Draughtsman.....	"	1867, April 1.....	700 00	1,200 00	
	E. T. Smith, Clerk	"	1864, June 23	650 00	1,000 00	
	J. Jackson, Messenger.....	"	1871, August 1.....	300 00	300 00	
	W. J. Macdonald, Deputy Slide Master and Chief Timber Counter	"	1882, August 18.....	*	{ Additional to his salary from the Department of Public Works, Ottawa.
	James Steen, Timber Counter.....	"	1861, May 27	\$2 per diem.	\$2 per diem.	
	John Redmond, Assistant, and Boatman	"	1872, March 1.	"	"	"
Belleville Agency.....	Joseph F. Way, Agent	Belleville.....	1854, May 6	1,440 00	1,440 00	{ The remarks in connection with the Crown Timber Office at Ottawa respecting salaries, apply to the Collector's Office at Quebec.
Collector at Quebec...	H. J. Chaloner, Acting Agent.....	Quebec.....	.....	.....	.....
	Henry John Miller, Assistant....	"	1883, September 13 .....	.....	1,200 00
	William Miller, Clerk.....	"	1872, November 7.	1,000 00	1,000 00	

*The Local Governments of Ontario and Quebec have each paid Deputy Slide-master up to 31st December, 1883, \$150 per annum in addition to the amount paid by Public Works. Allowance by the Provincial Governments increased to \$250 each, per annum, from 1st January, 1884.

G. B. COWPER, Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
Toronto, 31st December, 1888.

AUBREY WHITE,

Assistant Commissioner.

APPENDIX
WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

QUANTITIES AND DESCRIP-

AGENCIES.	Area covered by Timber Licenses.	SAW LOGS. (A Standard is 200 feet B. M.)			
		White Pine.		Other	
		Pieces.	Standards.	Pieces.	Standards.
Ottawa Timber District.....	6,305	2,554,528	1,511,236	8,496	3,923
Belleville Timber District.....	1,751	1,481,498	682,745	21,344	7,243
Western Timber District.....	8,878	2,328,624	1,303,924	6,844	3,144
Total.....	16,934	6,364,650	3,497,905	36,684	14,310

GENERAL STATEMENT OF

AGENCIES.	Railway Ties.	Hemlock.		Cordwood.		Pile Timber.	Telegraph Poles.	Traverses.
	Pieces.	Pieces.	Feet.	Hard. Cords.	Soft. Cords.	Feet B. M.	No.	Pieces.
Ottawa Timber District.....	56,128	25	1,075	875	758	.....	63	1,719
Belleville Timber District....	34,762	424	20,351	80	.....	.....	529	.....
Western Timber District.....	670,456	.....	.....	1,339	12,571	98,752	2,264	.....
Total.....	761,346	449	21,426	2,294	13,329	98,752	2,856	1,719

G. B. COWPER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1888.

No. 9.

FORESTS.

Rent and Bonus during the year ending 31st of December, 1888.

TION OF TIMBER.

SQUARE TIMBER.				Boom and Dimension Timber.		Ash, Cedar, Elm, Maple, Basswood.		Oak.		Tamarac.	
White Pine.		Red Pine.									
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Stand- ards.	Pieces.	Feet.	Pieces	Feet.	Pieces	Feet.
13,791	750,803	10,602	394,321	118,437	81,076	{ A. 32 C. 5 B.W. 1	{ 1,052 175 53	{ 6	187	42	786
3,632	165,258	.....	.....	27,375	25,179	{ E. 118 A. 128 M. 3	{ 3,542 3,620 108	{ .....	.....	177	4,555
35,217	2,007,271	884	38,935	82,712	99,630	{ A. 40 E. 32	{ 1,385 1,536	{ .....	.....	.....	.....
52,640	2,923,332	11,486	433,256	228,524	205,885	{ A. 200 C. 5 E. 150 M. 3 B.W. 1	{ 6,057 175 5,078 108 53	{ 6	187	219	5,341

TIMBER, ETC.—Continued.

Lineal feet Cedar.	Cedar Posts.	Tan Bark.	Bolts.	AMOUNTS ACCRUED.				
				Interest, Trespass, etc.	Timber Dues.	Ground Rent.	Bonus.	Total.
Feet.	Cords.	Cords.	Cords.					
181,010	28	75	....	\$ c. 878 34	\$ c. 344,233 73	\$ c. 21,689 83	\$ c.	\$ c. 366,801 90
182,071	1,763	.....	650	918 73	146,811 90	5,526 00	.....	153,256 63
360	409	.....	3,917	33,559 07	332,729 45	31,678 00	769,990 34	1,167,956 86
363,441	2,200	75	4,567	35,356 14	823,775 08	58,893 83	769,990 34	1,688,015 39

AUBREY WHITE,

Assistant Commissioner.

APPENDIX No. 10.

Return of the number of locatees and of acres located; of purchasers and of acres sold; of lots resumed for non-performance of the settlement duties, and of patents issued under the "Free Grants and Homesteads Act" during the year 1888.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots of which have been cancelled.	Number of patents issued.
Baxter.....	Muskoka.	J. W. Dill, Bracebridge.....	12	1,377	.....	.....	.....	5
Brunel.....			2	200	.....	.....	2	7
Chaffey.....			5	417	1	4	3	5
Draper.....			3	470	.....	.....	6	9
Franklin.....			12	1,550	.....	.....	9	3
Macaulay.....			.....	.....	1	99	.....	8
Medora.....			17	2,812	.....	.....	22	3
Monck.....			.....	.....	1	136	.....	1
Morrison.....			.....	.....	.....	.....	.....	2
Muskoka.....			7	1,066	.....	.....	11	2
McLean.....			4	488	.....	.....	6	1
Oakley.....			13	1,703	.....	.....	13	8
Ridout.....			4	378	.....	.....	3	2
Ryde.....			2	200	.....	.....	7	8
Sindair.....			7	1,168	2	34	8	9
Sherborne.....			.....	.....	.....	.....	.....	.....
Stephenson.....			1	79	.....	.....	3	6
Stisted.....			7	946	1	2	9	11
Watt.....			7	688	.....	.....	2	6
Wood.....			8	1,081	.....	.....	6	4
Cardwell.....	Parry Sound.	Mrs. T. Mackay, Parry Sound.	3	400	.....	.....	6	3
Carling.....			10	1,178	.....	.....	13	2
Christie.....			4	631	.....	.....	4	4
Fergusson.....			3	381	.....	.....	2	2
Foley.....			17	2,137	1	88	10	2
Hagerman.....			5	513	.....	.....	4	1
Humphry.....			2	287	2	96	4	4
Monteith.....			2	289	.....	.....	2	4
McConkey.....			.....	.....	.....	.....	.....	.....
McDougall.....			3	477	.....	.....	1	2
McKenzie.....			15	2,625	.....	.....	2	5
McKellar.....			1	200	1	2	2	4
Shawanaga.....			2	303	1	6	4	.....
Wilson.....			7	853	.....	.....	.....	1

10	1,072	3	85	5	24
Chapman	1,072	3	85	5	24
Croft	648	9	4	4	9
Ferrie	980	1	2	1	5
Gurd	1,511	1	1	1	5
Lount	750	1	1	4	8
Macfar	1,183	1	1	1	1
Mills	1,309	1	1	1	1
Pringle	200	1	1	1	1
Ryerson	1,268	3	201	4	14
Spence	345	1	1	1	4
Strong	742	1	1	1	13
Armour	1,475	1	4	10	18
Bethune	1,011	1	8	1	6
Joly	3,132	2	6	23	2
McMurrich	1,241	2	1	12	18
Perry	797	1	44	9	15
Proudfoot	583	1	1	6	3
Hardy	3,036	5	343	17	7
Hinsworth	1,610	2	45	11	5
Laurier	1,000	1	1	1	1
Nipissing	100	1	1	1	1
Patterson	182	1	9	3	1
Anson	394	1	1	3	8
Glamorgan	100	1	1	1	1
Hindon	638	1	1	6	4
Latterworth	319	1	2	6	6
Minden	457	1	1	2	2
Stanhope	1,417	1	1	9	6
Snowdon	1,417	1	1	9	6
Anstruther	969	1	1	5	5
Chandos	1,059	1	1	2	12
Cardiff	944	1	1	5	6
Monmouth	944	1	1	5	3
Peterboro'	2,365	1	22	5	17
do	217	1	22	1	3
Haliburton	586	1	1	2	2
do	298	1	1	2	2
Peterboro'	250	1	1	1	1
Hastings	692	1	83	1	9
do	1,265	1	1	2	2
do	2,352	1	1	8	3
Galway	1,724	1	100	8	2
Bangor	500	1	1	4	3
McClure	441	1	1	4	1
Wicklow	1,225	1	2	12	3
Carlow	890	1	1	5	10
Cashel	1,265	1	1	1	1
Dungannon	2,352	1	1	2	2
Faraday	1,724	1	1	8	3
Herschel	500	1	1	4	3
Limerick	441	1	1	4	1
Mayo	1,225	1	2	12	3
Monteagle	890	1	1	5	10
Wollaston	1,225	1	1	1	1

APPENDIX No. 10.—Continued.

RETURN of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of per- sons located.	Number of acres located.	Number of pur- chases.	Number of acres sold.	Number of lots the locations of which have been cancelled.	Number of patents issued.	
Abinger	Addington	G. W. Dawson, Plevna...	7	706	1	2	5	...	
Denbigh	do		22	3,017	5	7	15	3	
Canoto, South	Frontenac		2	383	1	42	1	3	
do	do		17	1,853	...	...	...	...
Clarendon	do								
Miller	do								
Palmerston	do								
Algona, North	Renfrew	James Reeves, Eganville...	6	600	...	...	1	3
do South			1	100	...	...	3	10
Brougham			3	401	1	51	1	4	
Gratian			21	2,885	1	1	...	15	
Hagarty									
Richards									
Wilberforce									
Brudenell	Renfrew	John Whelan, Brudenell...	5	500	5	521	6	5	
Griffith			13	1,356	...	...	4	6
Lyndoch			1	200	1	50	...	...
Matawatchan			3	307	1	5	...	...
Raddcliffe			16	1,974	1	42	...	1	
Raglan			6	568	2	5	...	2	
Sebastopol	Renfrew	J. D. Kennedy, Pembroke...	7	891	1	1	3	2	
Sherwood			4	497	2	9	7	2	
Alice			2	257	...	...	3	5
Buchanan .....			...	...	...	...	...	...
Fraser			5	495	...	...	3	4
Head			3	439	...	...	4	1
Maria	Renfrew .....		...	...	...	...	...	...
McKay .....			...	...	...	...	...	...
Petewawa			13	1,507	3	9	6	4	
Rolph			4	405	...	...	2	...
Wylie			5	564	...	...	1	1

Bonfield	Nipissing.	B. J. Gilligan, Mattawa.	14	1,363	4	400	6
Calvin			15	1,559			11
Ferris			22	2,364			7
Mattawan			6	632			2
Papineau			12	1,207	2	22	6
Aweres	Algoma	C. P. Brown, Sault Ste. Marie.					
Korah			3	440			4
Parke			6	948			5
Prince							1
Plummer	Algoma	J. F. Day, Bruce Mines.					4
St. Joseph Island	Algoma	A. G. Duncan, Marksville.	13	1,233	1	13	23
Blake			5	720			25
Connee							
Crooks							
Dawson Road							
Gillies							
Lybster			5	800			
Oliver			3	617			
O'Connor			14	2,159	1	160	11
Faipoonge			29	1,167			7
				4,237			17
Total.			842	109,002	74	2,797	566
							523

JOSEPH J. MURPHY,
Clerk in Charge.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1888.

APPENDIX No. 11.

COPY OF AN ORDER-IN-COUNCIL, APPROVED BY HIS HONOUR THE LIEUTENANT-GOVERNOR,
THE 26TH DAY OF MAY, A.D. 1887.

Upon the recommendation of the Honourable the Commissioner of Crown Lands, the Committee of Council advise that the accompanying regulations under "The Ontario Fisheries Act, 1885," be approved of and established by Your Honour.

Certified,

J. LONSDALE CAPRÉOL,

Asst. Clerk Executive Council,

Ontario.

The Honourable

THE COMMISSIONER OF CROWN LANDS.

The Commissioner of Crown Lands has the honour to recommend to the Executive Council that the following regulations be made under "The Ontario Fisheries Act, 1885," namely :—

1. That leases granted for the purpose of conveying the fishing rights pertaining to public lands adjoining the rivers, streams and lakes of the Province shall be for the depth of one chain inland from the water's edge.

2. Such leases shall be granted, as far as practicable, to responsible parties, able and willing to improve the lakes and rivers and guard them well. Applicants having in view the personal use and enjoyment of the fishing rights to be generally preferred to such as may offer higher rents with a view to farming or sub-letting the right to fish. Care to be taken that residents in the Province be allowed to enjoy a due proportion of the fishing rights.

3. That the valuation of the lands for rent shall be based on the character and condition of the rivers, streams and lakes which they adjoin, as made known to the Department of Crown Lands by reports of official Inspectors or private individuals, all such reports to be considered confidential and not to be communicated to other parties without the express authorization of the Commissioner of Crown Lands. Offers made by applicants for leases not to be communicated to other applicants.

4. That leases of lands made and granted under the provisions of "The Ontario Fisheries Act" shall not be held to convey the right to work any mine that may be found on such lands, or to cut any timber thereon.

5. That licenses and permits to fish shall be granted upon the payment in advance of such fees as the Commissioner of Crown Lands may, from time to time, determine, and shall be valid until the close of the angling season of the year in which it is granted.

6. That excessive or wasteful fishing or killing of fish shall involve the cancellation of the lease, license or permit covering the waters in which it has taken place.

7. That it be obligatory upon any person who has no domicile in the Province of Ontario, and who desires to fish in the rivers, streams or lakes under the control of the Province, to procure a permit or license to that effect from the Commissioner of Crown Lands before beginning to fish.

8. That no person shall, except under authority of a fishery lease, fishing license or permit, fish for, catch or kill any fish in any inland lake, river or stream adjoining the ungranted lands of the Province.

9. That no person shall, without lawful authority, fish for, catch or kill, by any device or means, any fish during their spawning time, or disturb or destroy their spawn or spawning-beds.

10. That it shall not be lawful to fish for, catch or kill brook trout, salmon trout, white fish, bass, pike, pickerel, maskinongé, tulibee, grayling, herring or perch in any inland lake, river or stream under the control of the Province, by any device or means other than by hook and line or angling, except in waters leased or licensed for the express purpose of net fishing.

11. That it shall not be lawful to use any explosives, or chemical material, or compound for the purpose of killing or catching fish.

12. That fishing by torch-light or other artificial light placed in or above the water is prohibited.

13. That no person shall fish for, catch, kill, buy, sell or have in possession any fish at times when the taking or killing of fish is prohibited by lawful authority.

14. That parties holding leases under the provisions of "The Ontario Fisheries Act" shall not have any recourse against the Government of the Province for any hindrance to their use and enjoyment of the fishing rights pertaining to the lands leased by the operation of any law enacted or that may be hereafter enacted by the Parliament of Canada, or by any action of the Government of Canada or any person employed thereunder.

15. It shall not be lawful to use or set in any of the inland rivers, streams or water courses within the Province any net, rack, trap, weir or obstruction for the purpose of catching fish or whereby the free passage of fish up and down the same may be obstructed or prevented.

16. The catching, killing or molesting of fish when passing or attempting to pass through any fishway or fish-pass, or in surmounting any obstacle or leaps. the use of any invention to catch, kill or molest fish in the mill-heads and water-courses appurtenant thereto are hereby forbidden.

17. It shall not be lawful to put into any waters in any inland river, stream or lake in the Province where fish are taken, any offal, blood, putrid brine, putrid fish or other deleterious substance, and all fish offal or filth of any description whatsoever accruing from the catching and curing of fish shall be burned or buried twenty yards distant from the water's edge of said river, stream or lake.

Close Seasons.

It shall not be lawful to fish for, catch, kill or have in possession :—

Speckled trout, between the 15th September and 1st May.

Pickerel (Doré), between the 15th April and 15th May.

Bass and maskinongé, between the 15th April and 15th June.

White fish and salmon trout, between the 1st November and 30th November.

T. B. PARDEE,

Commissioner of Crown Lands.

Department of Crown Lands,

Toronto, 5th May, 1887.

COPY OF AN ORDER-IN-COUNCIL, APPROVED BY HIS HONOUR THE LIEUTENANT-GOVERNOR
THE 19TH DAY OF JUNE, A.D. 1888.

Upon the recommendation of the Honourable the Commissioner of Crown Lands, the Committee of Council advise that the accompanying regulations, under "The Ontario Fisheries Act," be approved of by Your Honour.

Certified,

(Signed)

J. LONSDALE CAPRÉOL,

Asst. Clerk Executive Council.

Ontario.

The Honourable

THE COMMISSIONER OF CROWN LANDS.

The Commissioner of Crown Lands has the honour to recommend to the Executive Council that the following regulations be made under "The Ontario Fisheries Act":—

No. 1.—It shall be lawful for the Commissioner of Crown Lands, or any officer thereto authorized by him, to grant licenses to fish with gill nêts for herring, white fish, salmon trout and pickerel in any waters adjoining Crown Lands not under lease, excepting the River Nepigon, Lake Nepigon and its tributary waters, for a period not exceeding one year, subject to the following regulations and restrictions:—The size of mesh for herring to be not more than $1\frac{1}{4}$ inch from knot to knot on the square, or $2\frac{1}{2}$ inches extension measure, and the mesh for white fish, salmon trout and pickerel to be at least 5 inches extension measure, or $2\frac{1}{2}$ inches from knot to knot on the square, and said gill nets shall not be more than 50 yards in length.

No. 2.—It shall not be lawful to fish for, catch or kill, in any waters within the meaning of "The Ontario Fisheries Act," any herring, or to buy, sell or have in possession any herring taken in any such waters between the 15th day of April and the 15th day of June, and between the 15th day of October and the 1st day of December in each year.

(Signed)

T. B. PARDEE,

Commissioner of Crown Lands.

Department of Crown Lands,

Toronto, 15th May, 1888.

APPENDIX No. 12.

FISHERY OVERSEERS, UNDER THE ONTARIO FISHERIES' ACT.

NAME.	DISTRICT.	POST OFFICE ADDRESS.	SALARY.
Newton Flanagan	River Nepigon, Lake Nepigon and adjacent waters	Red Rock	\$50 00
John H. Willmott	District of Muskoka.....	Beaumaris	50 00
Francis James Moore.....	County of Peterborough, Provisional County of Haliburton, and that part of the County of Victoria south of the District of Muskoka	Lakefield	50 00

DEPARTMENT OF CROWN LANDS.
TORONTO, December 31st, 1888.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 13.

NEPIGON, Ont., 19th December, 1888.

SIR,—Respectfully I beg the honour of submitting for your consideration my annual report of the fisheries throughout the district of which I am overseer, viz., River and Lake Nepigon.

Fly fishing and angling with hook and line have been the only means practiced here, no nets of any kind or other ways of taking fish have been resorted to.

During the past season the noble Nepigon has fully maintained its well merited prestige of being the finest and best of trout streams ; a number of visitors, considerably in excess of any former year, have fished on this river. Those who came early in the season, owing to the very high state of the waters brought about by the unprecedented fall of snow in this region last winter, met with only very moderate success, and the fish for the most part ran rather small, until later on in the summer, when the river fell somewhat, much larger fish were procured and some notably fine catches made. Towards the end of August the weather turned out very bad, with almost constant rain and exceedingly cold, which interfered very considerably with the pleasure of several parties of eminent gentlemen who were on the river at the time.

During the season I received for special permits the sum of five hundred and fifty dollars (\$550.00), which was duly forwarded to the Department, as also have been statements, permit books, etc.

I am glad to be able to report that the laws and regulations relating to the fisheries of this district have been generally properly observed during the past season.

I would again most respectfully bring to your notice the very earnest and frequently expressed desire by those who come to the Nepigon, many from great distances, for the purpose of angling, that your Government would continue to exercise a prudent and jealous guard over these splendid waters, and that you will kindly refrain from granting licenses or privileges to any persons for the purpose of fishing for the market on either Lake or River Nepigon.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

NEWTON FLANAGAN,

Fishery Overseer.

To the Honourable

THE COMMISSIONER OF CROWN LANDS,

Toronto.

APPENDIX No. 14.

BEAUMARIS, 12th December, 1888.

SIR,—I have the honour to submit to you herewith my annual report as Fishery Overseer for the District of Muskoka.

On visiting the various localities under my charge it is most gratifying to note the decrease of the various illegal methods of procuring fish, as also the care taken by the majority of saw-mill proprietors to prevent the escape of mill refuse into the lakes and streams.

I would beg to call your attention to the present close season for salmon trout, viz., from 1st to 30th November. In all waters in this district these fish were depositing their spawn previous to the 20th October.

In conformity with instructions received from your Department I spent several days in studying the habits of white fish during the spawning season, the full report of results of which I have already submitted to you. These fish, I also ascertained, were spawning ten or twelve days previous to the close season. I also procured a quantity of spawn which I deposited in Muskoka Lake and Brandy Lake, Township of Watt.

Whether the early spawning, both of salmon trout and white fish, is confined to the smaller lakes I have been unable to ascertain, but should this not be the case, I would respectfully suggest an alteration in the dates of the close season for these fish.

The catch of bass and pickerel has, to most anglers, been satisfactory, although within the last few years there has been a marked decrease in these varieties.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

JOHN H. WILLMOTT,

Fishery Overseer.

To the Honourable

THE COMMISSIONER OF CROWN LANDS,

Toronto.

APPENDIX No. 15.

LAKEFIELD, 31st December, 1888.

SIR,—I have the honour to submit my report in connection with fisheries in my district.

During the past season anglers have had fair success. During the summer I visited officially the waters in this district. With the exception of snaring and netting the law has been tolerably well observed.

Twenty-one Americans obtained permits from me during the year, amounting to twenty-one dollars, which have been forwarded to you. I have reason to believe that a number of Americans fish in the waters of this district without permits, for the reason, among others, that they do not know where to apply for permits, and if they did know, think it time enough to pay when demanded.

The varieties of fish in this district are, in Kachawannah, Stony, Clear, Koshkabogamong, Eagle, Gull, Gold, Ketchecum, Pencil, Deer, Green, Loukes, Long, Coxes, Black, Bottle, Beaver and Jacks Lakes, salmon trout, mountain trout, bass and maskinongé; in Pigeon, Mud, Sturgeon, Balsam, Cameron, Ball, Buckhorn, Deer Bay, Lovesick Lakes, Pigeon River, Otonabee River, Round, Belmont, Crowe and South Lakes, bass and maskinongé (some pickerel in Belmont and Round Lakes.) The waters in this district are infested with suckers and catfish; during spawning season they feed upon the spawn of other fish.

I have prosecuted several parties for illegal fishing, which will be found in my report of convictions.

To look after the fisheries in this district properly would require all my time, especially during the close season, and would incur considerable expense; this would apply to mid-summer when Americans visit this district, in order to collect for permits. My object has been to put down illegal fishing as far as possible with as little expense as possible.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

F. J. MOORE,

Fishery Overseer.

To the Honourable

THE COMMISSIONER OF CROWN LANDS,

Toronto.

STATEMENT of the number of letters received and mailed by the Department in 1886, 1887 and 1888.

YEARS.	BRANCHES.						Transferred to other Departments.	Totals.	Names indexed.	Enclosures.	(Orders in Council.	Returned—not called for at address.	Mailed from the Department.
	Sales and Free Grants.	Accountants.	Surveyors.	Woods and Forests.	Colonization Roads.								
1886	7,590	1,088	1,877	2,855	2,487	30	15,927	20,000	30,000	13	40	20,368	
1887	7,427	1,112	2,031	3,059	2,535	9	16,173	21,000	31,000	17	21	21,250	
1888	7,548	1,040	2,248	3,160	2,373	10	16,379	23,000	33,000	21	12	18,272	

JOHN MORPHY,
Registrar.AUBREY WHITE,
Assistant Commissioner.

Toronto, December 31st, 1888.

APPENDIX No. 17.

STATEMENT of Municipal Surveys for which Instructions were issued during the year 1888.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when confirmed.
1	Charles Unwin	546	24th January, 1888	To survey the concession line or side road line along the southerly limit of lot number 1 in the 2nd Concession west of Yonge Street, in the Township of York, and to mark it by permanent stone or iron boundaries.	
2	P. S. Gibson	547	7th February, 1888	To survey the side road allowance between lots numbers 15 and 16 in the 6th Concession of the Township of East Gwillimbury, and to plant durable monuments to mark the limits of said road allowance	26th April, 1888.
3	Geo. B. Abrey. { in lieu of 539	548 } 539	6th March, 1888	To survey lots numbers 10 and 11 in the 17th Concession of the Township of Otonabee, and to plant durable monuments at each end of the limit between said lots.	
4	John M. Moore ...	549	6th March, 1888	To survey that portion of the town line between the Townships of Lobo and Carradoc lying between the main line of the Great Western Railway and the Sarnia branch of said railway, and to plant permanent stone monuments at the corner of each Concession of Lobo and Carradoc respectively that comes within the aforesaid limits.	
5	C. J. Wheelock	550	25 April, 1888	To survey that part of the blind line between the 7th and 8th Concessions of the Township of Arthur forming the westerly limit of lots numbers 15 and 16 in the said 7th Concession, and the rear line of lots numbers 16, 17 and 18, in the 8th Concession, and to plant stone monuments along said blind line.	
6	T. Harry Jones	551	4th May, 1888	To survey that part of the rear line of the 5th Concession of the Township of Townsend across lots numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12, and to mark the same by permanent stone or iron monuments	
7	J. G. Sing	552	25th July, 1888	To survey the blind line between the 5th and 6th Concessions of the Township of St. Vincent from the side road between lots numbers 6 and 7 to the side road between lots numbers 12 and 13, and to plant stone or other durable monuments at the rear angles of the lots in each concession abutting on said part of blind line.	22nd November, 1888.

8	J. M. O. Cromwell	553	8th September, 1888	To survey the concession line in front of the 2nd Concession (Ottawa Front) of the Township of Nepean from lot number 21 to lot number 30 inclusive, and the concession line on the north side of Concession letter A in the Rideau Front of said Township of Nepean, and to plant durable monuments	28th November, 1888.
9	Thos. B. Speight	554	8th September, 1888	To survey the road allowance between lots numbers 2 and 3 in the 4th Concession of the Township of Brighton, formerly Cramahé, and to plant stone or iron monuments at the front and rear angles of said lots where they abut on said side road allowance.	
10	P. S. Gibson	555	2nd November, 1888	To survey the original allowance for side road between lots numbers 5 and 6 in the 1st Concession east of Yonge Street in the Township of York, and to mark the same by permanent stone or iron monuments.	
11	David S. Campbell	556	8th November, 1888	To survey the side road allowance between lots numbers 5 and 6 in the 10th Concession of the Township of Downie, and to mark the same by permanent stone or iron boundaries.	
12	Richard Coad	557	3rd December, 1888	To survey the road allowance or line in rear of the front Concession lots in the Township of Plympton from the town line between Plympton and Sarnia to the town line between Plympton and Bosanquet, and to mark the same by stone or iron monuments.	

GEORGE B. KIRKPATRICK, P.L.S.,

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,

Toronto, 31st December, 1888.

AUBREY WHITE,

Assistant Commissioner.

APPENDIX No. 18.
STATEMENT of Municipal Surveys confirmed during the year 1888.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	T. J. Patton	527	3rd July, 1885	Survey of lots, numbers 18, 19, 20, 21 and 22 in the 14th and 15th Concessions of the Township of Billings, and to plant durable monuments at the front angles of said lots.	14th May, 1888.
2	R. O. D. Kennedy	532	26th September, 1885	To survey and plant stone monuments on a portion of the town line between the Townships of Ancaster and Glanford, viz., at the ends of the 1st, 2nd and 3rd Concessions of the Townships of Glanford, and at the ends of the 4th, 5th and 6th Concessions of the Township of Ancaster.	14th May, 1888.
3	W. E. Yarnold	538	19th July, 1886	Survey of lots, numbers 10 and 11 in the 5th Concession of the Township of East Whitby, and to plant durable monuments at the front and rear angles of said lots on each side of the road allowance between said lots.	26th April, 1888.
4	H. B. Proudfoot	540	24th August, 1886	Survey of lots, numbers 24 and 25 in the 4th Concession of the Township of West Wawanosh, and planting durable monuments at the North-easterly and South-easterly angles of lot 24, and at the North-westerly and South-westerly angles of lot 25 at each side of the allowance for road between said lots.	26th April, 1888.
5	P. S. Gibson	547	7th February, 1888	Survey of side road allowance between lots, numbers 15 and 16 in the 6th Concession of the Township of East Gwillimbury, and planting durable monuments to mark the limits of said road allowance.	26th April, 1888.
6	A. J. B. Halford	545	29th August, 1887	Survey of the line in centre of the road in rear of the lots East of the River aux Puce, and planting durable monuments at the angles of the lots on the West side of the said road allowance in the Township of Maidstone.	15th August, 1888.
7	T. Harry Jones	551	4th May, 1888	Survey of that part of the rear line of the 5th Concession of the Township of Townsland, across lots numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12, and marking the same by permanent stone or iron monuments.	22nd November, 1888.
8	J. M. O. Cromwell	553	8th September, 1888	Survey of the Concession line in front of the 2nd Concession (Ottawa front) of the Township of Nepean, from lot number 21 to lot number 30 inclusive, and the Concession line on the North side of Concession letter A, on the Rideau front of said Township of Nepean, and to plant durable stone or iron monuments, etc.	26th November, 1888.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.
DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1888.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 19.
STATEMENT of Crown Land Surveys completed and closed during the year 1888.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Paid.	No. of Acres.
1	29th May, 1886	J. W. Fitzgerald	Township of Fitzgerald	\$ c.	55,390
2	31st May, 1887	Thomas Byrne	" Anglin	400 14	37 38
3	31st May, 1887	J. W. Fitzgerald	" White	389 68	55,002
4	31st May, 1887	H. B. Proudfoot.	" Harris and Oasey	86 40	53,424
5	31st May, 1887	Richard Coad	" Hyman	122 88	38,520
6	31st May, 1887	Francis Bolger	" Foster	127 53	23,184
7	31st May, 1887	J. S. Laird	" Lumsden	65 96	22,894
8	10th June, 1887	James Dickson	Inspection of Surveys	48 92	20,238
9	14th December, 1887	H. DeQ. Sewell	Base Line in Districts of Thunder Bay and Rainy River	770 40	
10	14th December, 1887	A. L. Russell	Survey of Lakes in Districts of Thunder Bay and Rainy River	861 75	
11	29th May, 1888	Alexander Niven	Outlines of Townships at head of Lake Temiscaming (96 miles)	2,880 00	
12	29th May, 1888	Elfin Proudfoot.	Township of Bronson	3,504 69	
13	29th May, 1888	H. B. Proudfoot.	Base and Meridian Line in District of Algoma (60 miles)	1,800 00	50,067
14	29th May, 1888	David Beatty	Township of Armstrong	1,607 97	
15	29th May, 1888	W. R. Burke	" Moncteff	1,621 76	22,971
16	29th May, 1888	J. P. B. Casgrain	" Evanturel	1,606 08	23,168
17	29th May, 1888	Willis Chipman	" Stewart	1,600 90	22,944
18	29th May, 1888	Richard Coad	" Blyth	1,663 69	22,870
19	29th May, 1888	R. W. Hermon	" Hudson	1,618 19	23,767
20	29th May, 1888	B. A. Ludgate.	" Marter	1,605 03	23,117
21	29th May, 1888	Frank Purvis	" Ingram	1,607 83	22,929
22	29th May, 1888	T. B. Speight	Inspection of Surveys	1,611 05	22,969
23	10th March, 1888	James Dickson	Investigating Mining Claims, District of Thunder Bay, (expenses)	346 25	23,015
24	June, 1888	G. B. Kirkpatrick.	For Drawing Maps	109 00	
		F. L. Foster	C. M. Smith, N.Y., for Maps of Huron and Ottawa Territory	348 00	
			I. D. Irwin, Duty and Entry charges on Maps from C. M. Smith, N.Y.	610 00	
			The Copp, Clark Company, for lithographed Township and District Maps.	107 35	
			The Map and School Supply Company, for Mounting Maps	1,017 25	
			W. Margach, for work in connection with Woods and Forests Branch	54 48	
			Department of the Interior, for Maps of Townships in District Rainy River.	153 90	
				20 00	
				\$28,404 51	523,459

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge,
DEPARTMENT OF CROWN LANDS,
Toronto, December 31st, 1888.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 20.

STATEMENT of Crown Land Surveys in progress and amounts advanced up to date during the year 1888.

No.	Date of Instructions.	Name of Suveyor.	Description of Survey.	Amount Advanced.
1	31st May, 1887	Joseph DeGurse	Township of Garson	\$ c.
2	29th May, 1888	Thos. Byrne	" Dickson	Nil
3	29th May, 1888	Alexander Baird	" Notman	2,900 00
4	29th May, 1888	Isaac L. Bowman	" Hess	1,000 00
5	29th May, 1888	Joseph DeGurse	" Craig	400 00
6	29th May, 1888	D. L. Sanderson	" Chamberlain	400 00
7	29th May, 1888	Joseph M. Tiernan	" Dack	1,400 00
8	4th September, 1888	William Bell	Outlines of Timber Berths, District of Algoma.	1,100 00
9	29th May, 1888	James Dickson	Inspection of Surveys.	1,100 00
				2,790 00
				\$11,090 00

AUBREY WHITE,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1888.

APPENDIX No. 21.

STATEMENT of Mineral Lands which have been patented in Unsurveyed Territory in the District of Rainy River during the year 1888.

No.	Description. No. of	PATENTEE.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
1	R. R. 15	F. W. Paine and Robert B. Whiteside	Mining Locations, R 251 and R 252, west of Ottertrack Lake...	252	\$ 504	10th March, 1888.
2	" 16	Thomas Marks <i>et al.</i>	" { R 304, R 305, R 306, south of Big Rock Lake, Hunter's Island. R 330, west of Seiganagonse Lake, Hunter's Island	391	782	28th April, 1888.
3	" 17	W. E. Richardson & F. A. Day	" R 208, R 331, R 333, R 335, R 336, R 337, on Ottertrack Lake	769	1538	23rd July, 1888.
				1412	2824	

AUBREY WHITE,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1888.

APPENDIX No. 22.

STATEMENT of Mineral Lands which have been patented in Unsurveyed Territory in the Districts of Thunder Bay, Algoma and Nipissing during the year 1888.

No.	No. of Description.	PATENTEE.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
1	2155	M. Needin Garland	Mining Location, 39 E, north-west of Whitefish Lake.	73	\$ 146	27th January, 1888.
2	2156	Benjamin F. Felt	R 237, on Atic Lake.	56	112	26th January, 1888.
3	2170	J. B. Klock and R. A. Klock and E. B. Haycock	1 and 2, on Tamamungue branch of Montreal River	151	302	18th February, 1888.
4	2174	J. E. Norton and L. M. Hall	190 T, north of White Fish Lake	160	320	25th February, 1888.
5	2175	A. D. Cummings	R 314, north of Whitefish Lake	80	160	25th February, 1888.
6	2193	T. Marks, W. Murdock <i>et al</i>	R 333 and R 334, north of the Township of Oliver	257	514	9th March, 1888.
7	2232	E. McConnell, T. Keaney, P. Gilligan, M. Rothschild and F. Meindl	M 1, south side of Montreal River	83	166	27th April, 1888.
8	2243	A. Perras and Jas. McTeigue	R 236, north-west of White Fish Lake	80	160	11th May, 1888.
9	2246	A. Perras	R 332, north-west of White Fish Lake	87	174	11th May, 1888.
10	2247	Jas. N. True	R 301 and R 303, near Atic Lake	150	300	14th May, 1888.
11	2257	J. Nicholson and E. Watts	R 272, west of White Fish Lake	79	158	28th May, 1888.
12	2271	W. H. Laird	R 66, north-west of White Fish Lake	170	170	9th July, 1888.
13	2272	Peter McLaren and Edward Watts	R 239, north of White Fish Lake	80	160	12th July, 1888.
14	2273	Benjamin F. Felt	R 318, west of White Fish Lake	80	160	12th July, 1888.
15	2277	M. N. Garland	36 E, north of White Fish Lake	78	156	31st July, 1888.
16	2278	James Scott	F 1, at Lake Wahnapitae	171	342	30th July, 1888.
17	2279	O. N. Mulock and P. Messiah	R 340, R 341, R 342, in the unsurveyed portion of Conmee	320	640	30th July, 1888.
18	2288	James Scott	F 2, south of the Township of Dryden	80	160	9th August, 1888.
19	2289	C. R. Gehl, A. M. Machar and B. W. Folger	R 296, north-west of White Fish Lake	71	142	10th August, 1888.
20	2290	Benjamin F. Felt	R 284, west of White Fish Lake	94	188	10th August, 1888.
21	2291	Peter McLaren and Edward Watts	R 322, north-west of White Fish Lake, and R 323, north of White Fish Lake	152	304	10th August, 1888.
22	2293	W. Young, L. McLaughlin, D. H. McLaughlin	14 XL, at Loch Erne, near Lake Shebandowan	50	100	21st August, 1888.
23	2304	Peter McLaren and Edward Watts	R 367, north-west of White Fish Lake	82	164	22nd September, 1888.
24	2305	Peter McLaren and Edward Watts	R 368, north-west of White Fish Lake	81	162	22nd September, 1888.
25	2307	Gilbert T. Ware	R 316, north-west of White Fish Lake	80	160	1st October, 1888.

No.	No. of Description.	PATENTER.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
26	2308	Gilbert T. Ware	Mining Location, R 312, south-east of Sand Lake	80	\$	1st October, 1888.
27	2312	Edward D. Moore	G, near Straight Lake	75	160	18th October, 1888.
28	2315	Edward Jordan	R 355, north-west of White Fish Lake	160	320	22nd October, 1888.
29	2316	S. W. Ray, J. D. Gehl, G. Wetherby ..	17 2, in the Township of Strange	79	158	25th October, 1888.
30	2318	A. D. Cummings, H. R. Tinkham, E. T. Tinkham, A. C. Otis	R 131, R 132, in the Township of Lybster ..	181	362	30th October, 1888.
31	2319	T. H. Tretheway and Edward Watts ..	R 352, west of the Township of Strange ..	47	94	2nd November, 1888.
32	2327	Benjamin F. Felt	R 345, west of the Township of Strange ..	70	140	10th November, 1888.
33	2328	George Hastings and Henry Hedges ..	6 2, on north shores of Lake Huron	99	198	17th November, 1888.
34	2330	Peter McLaren and Edward Watts ..	R 344, west of the Township of Strange ..	79	158	17th November, 1888.
35	2331	Chas. A. Reed	A 30, near Killarney	15	30	23rd November, 1888.
36	2332	O. N. Murdoch and Paul Messiah ..	R 382, north of the Township of Conmee ..	80	160	5th December, 1888.
37	2334	Frank D. Andrus	R 324, north of Arrow Lake	80	160	6th December, 1888.
38	2338	Frederick T. Sibley	R 257, west of the Township of Strange ..	80	160	13th December, 1888.
39	2342	James E. Walker	R 270 and R 271, north of Schreiber Station Grounds	160	320	26th December, 1888.
				4130	8090	

AUBREY WHITE,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1888.

APPENDIX NO. 23.

Statement of Patents issued by the Patents Branch during the year 1888 :

Crown Lands.....	280
School "	76
Mining "	202
Public " (late Clergy Reserve).....	35
Free Grants A. A.....	189
" under Act of 1880	279
Rainy River.....	3
Total	1,064

AUBREY WHITE,

Assistant Commissioner.

J. M. GRANT,

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1888.

APPENDIX NO. 24.

STATEMENT OF THE NAMES OF CANDIDATES WHO HAVE PASSED THEIR EXAMINATIONS BEFORE THE BOARD OF EXAMINERS OF LAND SURVEYORS FOR ONTARIO, DURING THE YEAR 1888.

PRELIMINARY CANDIDATES PASSED.

Harold Holmes Gibson.
Merle Shafto Knight.
George Elliott Ollerhead.
John Kimpton Robinson.

Thomas Alexander Moore.
William Ernest McMullen.
Peter Lawrence Naismith.
Charles Hugh Wallace, B. A., B. E.,
T. C. D.

FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

Frederick William Flater.
William Fraser VanBuskirk, Graduate Military College.
Killaly Gamble, D.L.S.
Edwin Stanton Decker.
Aaron Loughhead.

Frank Martin, Graduate School Practical Science.
Andrew Lake McCulloch, Graduate School Practical Science.
Charles Herbert Pinhey, Graduate School Practical Science.
Nelson Thomas Ritchie.
John Roger, Graduate School Practical Science.

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of April and November, in every year, unless such Monday be a holiday (in which case they shall meet on the day next thereafter, not being a holiday). Section 6, Chapter 152, Revised Statutes of Ontario of 1887.

PRELIMINARY EXAMINATION.

All persons, with the exception of Graduates of the Royal Military College at Kingston, and of the Ontario School of Practical Science, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination Before the Board of Examiners in the following subjects: Penmanship, Orthography, Fractions, Decimals, Square Root, Logarithms, Algebra (including Equations to the first degree, Euclid (first four books), Plane Trigonometry, the Rules for Spherical Trigonometry, Mensuration of Superficies, the use of Ruling Pen and construction of Plain and Comparative Scales.

FINAL EXAMINATION.

Final Candidates, before obtaining a License to practice, undergo a strict and searching examination before the Board of Examiners in the following subjects, viz.: Geometry, including the first six books of Euclid (with the exception of the last thirteen propositions

of the Fifth Book); Algebra, including Progressions, Plane and Spherical Trigonometry, Mensuration of Superficies ; Laying out and dividing up of Land ; Descriptions by metes and bounds for Deeds and other Documents ; the Use and Adjustment of Surveying and Levelling Instruments ; the laying out of Curves ; Practical Astronomy, including finding of time, latitude, longitude, Azimuth, Variation of the Compass, and drawing Meridian lines ; the Acts relating to the Survey of Lands in Ontario, the general Mining Act, the Registry Act (so far as it refers to Plans), the Municipal Acts (so far as they relate to Roads, Surveys and Drainage), the Ditches and Water Courses Act ; the Theory and Practice of Levelling ; the Principles of Evidence ; Drawing of Affidavits ; Taking of Field Notes and Preparing Plans ; the Rudiments of Geology and Mineralogy, and the Sufficiency of their Surveying Instruments.

AUBREY WHITE,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1888.

SURVEYOR'S REPORTS.

(Appendix No. 25.)

DISTRICT OF ALGOMA.

TOWNSHIP OF HESS.

BERLIN, ONTARIO,
November 3rd, 1888.

SIR,—In accordance with your instructions dated May 29th, 1888, I proceeded on the 11th day of July to make the survey of the township of Hess, Algoma district. From Cartier, a small village located at the end of a division on the line of the Canadian Pacific Railway, I moved my camp over an old Indian trail crossing, crossing the south-west corner of the township of Hess to a point on Trout Lake near the centre of the south boundary. From here I went east with flying camp and took an observation at the north-east angle of the township of Cartier. From this point I proceeded to run my east boundary northward and then worked westward to Trout Lake. I then moved my entire camp to Big Lake, and after having completed the work in the south-west I moved again to an island in Lake Geneva. On the south shore of this lake, on line between lots 8 and 9 in concession III., I took another observation and found the variation the same as at the south-east corner, namely, $4^{\circ} 45'$ west. From Geneva Lake my camp was moved to lot number four (No. 4), concession VI., from which point I finished the work.

The old post planted by Salter having disappeared, I ran my north boundary east from a point established by Provincial Land Surveyor Burke as the north-east angle of Moncrieff to meet the northerly production of my east boundary. The country drains by the Onaping River to the east, and by the Spanish River to the west. The north and east portions of the township drain into the Onaping, while Lake Geneva and Big Lake both have their outlets to the west. The shores of Big Lake are generally rocky but not precipitous, while Geneva Lake is surrounded with immense rocky ridges, more especially on the north side, some of which rise to a height of 500 feet. To the north of these mountains the country is low and swampy as far as the eye can reach, and to the east in the direction of the Onaping River it is very rough and broken. This township has apparently been the home of the trapper, for on every hand traces of his former residence could be seen.

The greater portion of the township is well timbered with good white pine, the principal outlets for which will be the Onaping River and Geneva Lake, the latter being crossed at its south-western extremity by the Canadian Pacific Railway. For farming purposes this township is almost useless, there being only occasional isolated patches of ground which might be cultivated.

I have the honour to be, Sir,

Your obedient servant,

(Signed) ISAAC L. BOWMAN,
Provincial Land Surveyor,

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 26.)

DISTRICT OF NIPISSING.

TOWNSHIP OF CHAMBERLAIN.

COURTICE, ONTARIO,
October 11th, 1888.

SIR,—I have the honour to report that in compliance with your instructions, bearing date the 29th May, A.D. 1888, I have completed the survey of the township of Chamberlain in the district of Nipissing. I commenced operations on the 13th of July by running due west from the post planted on the east boundary between concessions one and two. The easterly half of the township and the south-westerly part (shewn tinted brown) consists of level and undulating clay land and sandy knolls with clay subsoil, and is fairly well adapted for agricultural and grazing purposes. The remainder of the township (shewn tinted yellow) consists of granite ridges and intervening clay flats. I found no economic minerals. There are numerous creeks but no lakes in the township. The Blanche River flows across the north-east corner of the township. A large creek called "Blanche River" on the projected plan enters the township in the third concession and flows across concessions four, five and six, crossing the north boundary near the north-west angle of lot four in the sixth concession. This creek has an average width of about seventy links. There are numerous water-falls on it affording mill-sites. The whole township, with the exception of three or four small tracts, has been burnt over and now is covered with poplar, birch, alder, cherry, etc., of a small size. There is very little timber of any value left. The courses given to bearing trees are magnetic. Accompanying this report are plans and field-notes of the survey.

I have the honour to be, Sir,
Your obedient servant,

(Signed) D. L. SANDERSON,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 27.)

DISTRICT OF NIPISSING.

TOWNSHIP OF KERNS.

TORONTO, ONTARIO,
November 1st, 1888.

SIR,—I have the honour to submit the following report of the survey of the township of Kerns, District of Nipissing, in compliance with instructions from your Department dated 29th of May, 1888.

I commenced the survey of this township at the front of the second concession at a post planted by Provincial Land Surveyor Niven on the line between the townships of Harley and Kerns, and ran due west, astronomically, the line between concessions one and two, planting thereon posts every half-mile. The side lines were run at intervals of 80 chains, and intersecting the posts planted on the north boundary by Provincial Land Surveyor Niven. The several concession lines were run due west, astronomically, and intersecting the posts planted on the west boundary by the same surveyor. I am

pleased to be able to report that nearly the whole of this township is well adapted for agricultural purposes, fully 90 per cent. of its area being composed of good farming land and free from stones.

Rocks appear in a few places in the shape of hills from 20 to 50 feet high, principally in the western portion, but covering a total of not more than three or four hundred acres in the whole township. The soil is good clay and clay loam. The general surface of the ground is gently undulating and in the western part rolling and hilly.

The only swamp of any extent is situated on lot No. 1, concession 4, and this could easily be rendered valuable by drainage upon the opening up of the township for settlement. The township is well covered with timber throughout, principally tamarac, spruce, balsam, balm of Gilead, cedar, poplar, with some white pine on lots nine, ten, and eleven, concessions two and three. The timber in concessions five and six is smaller than that in the southern portion; there is very little that would be valuable for export. Should there be a large area of pine lands to the westward of this township Wahbe's Creek could, at a slight cost be made suitable for the purpose of driving logs. The township is well watered by numerous streams of pure water. Wahbe's Creek, with its branches and tributary creeks, drains almost the whole area. There are rapids in a few places on Wahbe's Creek affording excellent mill privileges, one of which is on lot five, concession three. No minerals of any value were met with during the survey.

The weather was very showery during July and August, raining almost every day. The first frost was noticed on the morning of the 23rd of August.

As to the agricultural capabilities of the township of Kerns, I would predict a bright future before it, as the construction of roads for settlement will be easy, and, from the character of the timber, the clearing of the land will be comparatively inexpensive. A ready market for produce awaits the settler by reason of the extensive lumbering operations in the Temiscaming country, until such time as a railway outlet may be had.

Accompanying this report you will find plans, field-notes, etc., of the entire survey.

I have the honour to be, Sir,
Your obedient servant,

(Signed) THOS. B. SPEIGHT.
Provincial Land Surveyor.

To the Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 28)

DISTRICT OF NIPISSING.

TOWNSHIP OF DICKSON.

SARNIA, ONTARIO,

October 11th, 1888.

SIR,—I have the honour to report that in accordance with your instructions dated 29th May last I have completed the survey of township of Dickson. I commenced the survey by taking an observation of Polaris at the north-east corner of the township, the south-east corner of the township of Anglin, and ran the eastern boundary from that point S. 20° 51' 40" E., astronomically making it the base of the survey, laying off the various concessions and side road lines in accordance with the instructions and projected plan.

That portion of the township lying to the east of Lake Lavielle and Lake Clear is hilly and very much broken by rocks and swamps, the soil being of a light sandy loam and generally stony. About half of this portion has been overrun by fire at different times, leaving alternate patches of burnt-land and green timber, the green timber being

principally hardwood. There is a considerable amount of very good red and white pine on this tract. There are two large tracts of very fine hardwood, but the soil on these tracts is generally a light sandy loam and mostly stony. The first is that portion lying to the south of Lake Clear, from the first to the fourth concession, and extending westward to lot twenty-nine. The second lies to the west of Lake Clear and extends northward from the sixth to the eleventh concession and westward from Lake Clear to lot thirty, as shown on the accompanying timber tracing. There is very little pine on the hardwood lands. The western and northern portion of the township is burnt country, with a few patches of green timber; the soil is sandy loam, the timber being poplar, white birch, cherry and balsam. There is some good pine in this part of the township, especially round the shores of the Opeongo and other smaller lakes.

Although there are traces of large lumbering operations throughout the whole township, there is still a large amount of valuable timber in it. On the whole, this township will compare favourably with any of the surrounding townships, both as regards timber and farming lands. It is well watered by numerous lakes, the principal being Lakes Lavielle and Clear in the north-east and the Great Opeongo in the south-west. There are very few streams, and none of any importance, in this township, nearly all the streams being dry during the progress of the survey. The geological formation is the Laurentian. I found no minerals of any value. I found a clearing of about fifteen acres, with a shanty about twenty feet square and some small outbuildings, on lots thirteen and fourteen, in the eighth concession, on the west shore of Lake Clear, but could not ascertain the name of the owner, as he was absent during the progress of the survey.

I have the honour to be, Sir,
Your obedient servant,

(Signed) THOS. BYRNE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 29.)

DISTRICT OF ALGOMA.

BASE AND MERIDIAN LINES.

CLINTON, ONTARIO,
November 1st, 1888.

SIR,—I have the honour to submit the following report of the survey of base and meridian lines in the district of Algoma.

I proceeded to the work by way of Larchwood, on the Canadian Pacific Railway, and by the Vermillion River to the east boundary of the township of Lumsden, thence north on that line to the north-east angle of said township.

ALGOMA AND NIPISSING BOUNDARY.

The first line surveyed was the boundary line between the districts of Algoma and Nipissing, north eighteen miles from the north-east angle of the township of Lumsden, as established by Provincial Land Surveyor Laird during the season of 1887.

I obtained an observation of Polaris for Azimuth on the night of July 20th, and used the latitude of the north-east angle of Lumsden, as I had calculated it from Salter's base line in reducing the observation.

The 1st mile of this line is in a very fair old bush, in which it continues to the south side of the large lake. Soil, sandy loam. After crossing the lake brule is encountered, and in which the line is produced to 30 chs. on the 8th mile, the timber being chiefly pitch

pine, birch and poplar. After leaving this brule old bush is met with, but of small extent, as the brule is again entered about the end of the ninth mile. The timber in the old bush is principally birch, spruce, pine, poplar, and a few maple and cedars. The second brule extends to the end of the 14th mile, where the old bush is again entered, and in which the line continues to the 18th mile post. The timber in this second brule is of much older growth than that previously met with in some places, in fact it is hard to tell that it had ever been burned over. This line is very hilly and rocky, the soil being sandy loam throughout; but on account of the rough nature of the country it is not very well adapted to agricultural pursuits.

Pine noticed only at a few places, on the large lake, on the 1st mile, to the east of the line on 3rd mile, to the west of the line on the 4th mile, in the green bush on the 8th and 9th miles. In these places the pine is very good. Both east and west of the line on the 12th mile, and north of the 14th mile, are some good trees. The principal rock of the country is a coarse-grained, slaty rock, with some gneiss and granite.

BASE LINE.

This line starts from the 18th mile post on the boundary line between Algoma and Nipissing Districts, and was surveyed west through the District of Algoma, crossing the line of the Canadian Pacific Railway near the 503rd mile post, or about five miles north of Pogamasing Station, and ends at the 42nd mile post, about seven miles west of the Canadian Pacific Railway. Nearly all the country crossed by this line has been burned at different times, some very recently and other parts a great many years ago. The timber is chiefly pitch pine, spruce, tamarac, birch, poplar, and in the green bush maple is met with in small quantities. Pine is met with at the following places: On the 1st and 2nd miles and northward, on the 8th, 9th, and 10th miles, a few pine on the 14th mile. They are more numerous on the 18th, 19th, and 20th miles and northward, and southward on the Onaping Lake there is a large quantity of good pine, and I am informed that at the north end of Onaping Lake the country is nearly all covered with pine. From the 21st to the 42nd mile pines are met with all through the country, although there are very few large bunches except at considerable distances. On Pogomasing Lake and on the lakes crossed to the west of Pogomasing Lake pines occur in large quantities along the shores and extend some distance to the north.

Although this country is rocky and hilly it is not nearly so rough as that traversed by the Nipissing-Algoma boundary line, the hills in general not rising to such great heights.

The rock is principally of a slate structure, but considerable gneiss is met with near Spanish River and to the west of the Spanish.

Unfortunately, I was unable to find Salter's old line, although I was put to a very heavy expense in attempting to find it, and being unaware of the intention of your Department I did not care to run north or south from the end of this base line.

At every six miles on both the meridian and base line I planted an iron tube $1\frac{1}{2}$ in. in diameter, driven well into the ground, and marked them as directed in your instructions, and at every mile a wooden post was planted. Two bearing trees were taken to each post and in a great many cases stones were planted around their bases. By taking numerous observations I think I have managed to project the base as nearly west, astronomically, as possible. By the manner in which the posts have been planted and the lines opened up I am persuaded that the country would have to be swept clean by a fire to obliterate the line.

I send herewith plans, field notes, and all other records required by my instructions.

I have the honour to be, Sir,
Your obedient servant,

(Signed) H. R. PROUDFOOT,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 30.)

DISTRICT OF NIPISSING.

TOWNSHIP OF BRONSON.

COLLINGWOOD, ONTARIO,
December 11th, 1888.

SIR,—I have the honour to submit the following report on the survey of the township of Bronson, in the District of Nipissing, in accordance with your instructions dated the 29th day of May, 1888.

I commenced the survey at the north-east angle of the township, and retraced the south boundary of the township of Head, and the west boundary of the township of Rolph, respectively. I found as I proceeded south that the course of the west boundary of the township of Rolph bore somewhat east of the given bearing for my north and south lines, which accounts for the increased length of lot number one, in the different concessions as we went south.

The Petewawa River flows through the township in a south-easterly direction. The land to the left of this stream, along its whole course through the township, rises to a height of from two to three hundred feet. It is most precipitous towards the west side of the township, in some places rising abruptly from the river. That portion of the township lying east of the river is more broken and hilly than to the west. Taking the whole township, only a small percentage of the land is adapted for agriculture, though a few belts of limited area might be successfully cultivated. These are to be found along the east boundary, and also near the south-west part of the township.

The most of the township has experienced at different times the ravages of fire, which has been so destructive to the once valuable pine forests throughout this whole district. In only isolated instances, where protected by lakes or swamps, is any green pine to be met with.

The township is for the most part grown up with a second growth of poplar and birch of small size and no value.

Near the south boundary, and west of the Petewawa, I found a small deposit of magnetic iron.

The lakes, as shown on the map, are of small size, and are mostly tributary to the Petewawa.

Owing to the obliteration by fire, I was unable to trace with any approach to accuracy the different timber limit lines in the township.

I have the honour to be, sir,
Your obedient servant,

(Signed) E. STEWART,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 31.)

DISTRICT OF NIPISSING.

TOWNSHIP OF ARMSTRONG.

PARRY SOUND, ONTARIO,
October 31st, 1888.

SIR,—I have the honour to report that I have subdivided the township of Armstrong, according to your instructions, dated May 29th, 1888. I proceeded to my

work by way of the Blanche River, from the head of Lake Temiscaming, following said river through the township of Hilliard, in a north-west direction, to the crossing of the line between concessions four and five, where I landed my supplies and moved them about three miles westward along said concession line to the east boundary of the township of Armstrong, and commenced work by brushing out about half a mile of said boundary, sufficient to get a good range of the line, and turned off the proper angle, and ran the line in front of the fifth concession about twenty chains, where I observed Polaris on the 15th of August, a few minutes before ten o'clock, p.m., and found my work correct. I then proceeded with the subdivision of the township, taking frequent observations to verify my work. The township is well timbered throughout, tamarac and spruce prevailing; spruce growing on the high ground as well as on the low, and sufficiently large for good building timber. The spruce will supply lumber for settlement purposes. There are very few pine trees in the township and scarcely any hardwood.

The soil is mostly clay, and will make good farming land, excepting in a few places where it is inclined to hard pan. It is fairly well watered with small creeks, some of which are dried up in midsummer. The creeks in the eastern part of the township run towards the Blanche River, while the western and greater part is drained by a stream about seventy-five links wide, which runs northerly through that portion of the township and empties into the Blanche River some distance north. The eastern part of the township is fairly level, but the western part is traversed by numerous ravines made by the small creeks draining into the larger stream as before mentioned.

The country is comparatively free from stone. I only found exposed rock in one place, (on the line between concessions one and two, on lot one), which is grey limestone, and appears to be a continuation of the limestone cliff so prominent on Wahbe's Point (Lake Temiscaming).

I think fully eighty per cent. of the township will make good farming land.

I have the honour to be, sir,

Your obedient servant,

(Signed) DAVID BEATTY,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 32.)

DISTRICT OF ALGOMA.

TOWNSHIP OF MONCRIEFF.

INGERSOLL, ONTARIO,
November 23rd, 1888.

SIR,—I have the honour to submit to you my report of the township of Moncrieff, in the District of Algoma, surveyed according to your instructions, bearing date the 29th day of May, 1888.

I found the post marked xii. miles, for the south-east angle on P. L. S. Salter's meridian line, being the north-east angle of the township of Hart. From the south-east angle of my township, I retraced Salter's line northwards for my eastern boundary without very much difficulty, for a distance of five miles and thirty-seven chains, to a small stump which had the appearance of a post, but was so decayed that no marks were distinguishable on it. From this point no further trace of the line could be found, although I made a diligent search for it with the Indians who were with me. Going northwards, Salter's meridian appeared to bear to the east of the true north somewhat. I produced the line the remaining forty-three chains, and planted a post for the north-east angle of my township.

I also retraced the north boundary of the township of Hart, for the south boundary of my work, which was six miles, five chains, forty links, giving the overplus of five chains and forty links to lot number twelve.

I made a survey of the numerous lakes in the township, and located all mining claims therein. The lakes were all small, but contained great quantities of fish, especially pike and trout.

Onaping Creek, which runs through the township, as shown on the plan, empties into the Spanish River, not far from the south-west corner of my township. This creek can be navigated with canoes from the C. P. Railway northwards without much difficulty, but south of the tracks there are a great many rapids and very little water in places, and cannot be navigated with canoes. It is my opinion that a great deal of money would require to be expended in order to make it a stream fit for driving saw-logs.

The township has now been almost entirely overrun by fire, more so than when I commenced my survey, as a large fire swept down upon me from the north-west of my township; hence, parts shewn green in the field-notes are now badly burnt, and the timber is to a great extent destroyed. However, there is a belt of good pine about three miles square in the centre and western part of the township, which could be utilized if it is not allowed to stand too long. The second growth is principally balsam, spruce, white birch and pitch pine,

On the whole the township is rough and rocky, and not suitable for farming purposes. The rocks are of granitic formation. Where soil is met with it is of a sandy nature. Traces of copper could be found in a great many places all over the township, and had every appearance of existing in considerable quantities in some localities. Traces of iron were also found.

On the survey of my township, when necessary, I used a divided object glass microscope, and found it by frequent tests to be a very accurate instrument.

When running my east and west boundaries, the townships of Craig and Hess were not surveyed, and I was therefore unable to give the jogs that the concession lines of these townships might make with the concession lines of my township.

I have the honour to be, sir,
Your obedient servant,

(Signed) W. R. BURKE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 33.)

DISTRICT OF NIPISSING.

TOWNSHIP OF INGRAM.

EGANVILLE, ONTARIO,
October 20th, 1888.

SIR,—In accordance with instructions, dated May 29th, 1888, I beg to report having made the survey of the township of Ingram, in the District of Nipissing, agreeably to said instructions.

Ingram, lying as it does immediately north of Hilliard, which was surveyed by me last summer, the two reports will of necessity be somewhat similar but I am sorry to state that I cannot give as favourable a report this year as last.

The soil in concessions one and two, Ingram, is sandy clay, well watered and naturally drained, and capable of producing large crops.

Concessions three and four possess the same characteristics as regards water and drainage, but its soil is much lighter, being in some places pure sand.

Concessions five and six are very much broken by rocky ridges, with valleys of excellent land between.

I consider seventy-five per cent. of the township fit for farming purposes.

The Blanche River enters the township in concession four, flows south-easterly, crossing the south boundary in lot five. We went up the river about two miles from the west boundary on the steam yacht "Toneata," drawing five feet of water, in July, a fact which proves the river to be navigable the greater part of the season.

Otter Skin Creek rises in a large shallow lake on the north boundary, lots ten and eleven, flows southerly, leaving the township in lot eight.

The lake above mentioned, likewise a deep, crooked lake in lot eight, concessions five and six, are well stocked with fish. An old trail, indistinct in places but apparently much used, was found crossing the township diagonally, leaving the north bank of the Blanche in lot four, concession three, and connecting with the lake on lot eight, concession five. Very little merchantable timber was met with during the survey, a large portion of the township being covered with a thick growth of poplar, willow, small tamarac, spruce and balsam, although islands of fair-sized spruce and tamarac are scattered over its whole area. A grove of good pine was found in the north-east corner, and standing upon a hill on the north boundary, and looking north and east over the rough, mountainous, unsurveyed country, a large tract of pine could be seen which from appearance will yet prove very valuable. All the rocks met with were the Huronian formation. No minerals were found, excepting a small vein of sulphuret of copper on lot eleven, concession six. I herewith enclose plans and field notes which I trust will meet with your approval.

I have the honour to be, sir,
Your obedient servant,

(Signed) FRANK PURVIS,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 34).

DISTRICT OF NIPISSING.

TOWNSHIP OF MARTER.

PETERBOROUGH, ONTARIO,
October 30th, 1888.

SIR,—I have the honour to submit the following report of the survey of the township of Marter, in the Nipissing District, surveyed under your instructions of date of May 29th, 1888. From Mattawa on the Canadian Pacific Railway I went up the Ottawa River by steamboats and tramway cars to the foot of lake Temiscaming, thence on to Fort Temiscaming by steamer, the water being unusually high at this time, June 20th, I proceeded directly to the township of Marter by steamboat, which is a good day's steaming from Fort Temiscaming. The outlines of the township are quite distinct and I ran the lines of sub-division north, and south, and east, and west, astronomically as instructed.

At one time parts of this township were timbered with very large pine which has long since been destroyed by fire and but few relics are now left. This township was also

overrun by fire about twenty years ago, and the whole township has now a heavy growth of poplar, white birch, alder, tamarac, spruce, pitch pine, etc., which at present is quite small and of no marketable value.

The whole of this township, with the exception of two rocky ridges, (one on lots two and three, concessions one and two, and one in concession six, from lots six to eleven inclusive) is fairly good farming land, being entirely free from stone and is what might be called "flat land," well drained by numerous small gullies and streams.

The soil varies greatly, in a few places being clear sand, but in general a sandy loam or clay loam with clay subsoil, and in a few places is a clear white clay to the surface.

The Blanche river, with its west, north and east branches flows through this township, which rapidly carries off the water from the numerous small streams, and contains numerous fish.

I found no economic minerals, the rock in the few places where it is found, is of the Huronian formation, the ridge on the north boundary shows numerous quartz veins. The magnetic needle is very unsteady and unreliable, and in general shows a variation of 8° 30' to the west.

There are no settlers in this township.

I have the honour to be, Sir,
Your obedient servant,

(Signed) B. A. LUDGATE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix A . 35).

DISTRICT OF NIPISSING.

TOWNSHIP OF HUDSON.

REDNERSVILLE, ONTARIO,
Oct. 1st, 1888.

SIR,—I have the honour to report that, in compliance with your instructions bearing date 29th May, 1888. I left my home near Rednersville on the 24th day of July and proceeded to Mattawa, where I purchased supplies and organized my party.

On the 26th we left Mattawa and ascended the Ottawa river and lake Temiscaming to the head of the latter.

Thence we passed on foot—packing supplies and outfit—along the south boundary of the township of Dymond to the south-east corner of my work, viz: the township of Hudson.

On the first day of August I began the survey of this township and completed the same on the 11th September.

This township is divided by a series of rocky ridges running north-westerly from the south-east corner. These ridges rise to a height of from 150 ft. to 200 ft. and often afford very fine views far over the outstretching forest northward to the height of land and eastward over the Temiscaming valley. Excellent Huronian slate is found in vast quantities in this hilly region, and the broken fragments are strewn thickly over all the adjacent valleys. Another remarkable feature is the presence of limestone and free stone bearing a striking resemblance to the Niagara formations and apparently the origin of the extensive white clay deposits of this and adjoining townships. In the south-western portion of the township are several beautiful lakes with an abundant supply of excellent fish. Here the soil is a sandy loam and the country is attractive as a point for new settlements.

North of the ridges the soil is white clay, the surface generally level, and the general appearance of the country rather flat and swampy. The timbers are not large being a second growth probably about seventy-five years old. The remains of an older and heavier forest are often seen, and in a few localities the fires have left it untouched.

The most valuable timber is the cypress or pitch pine which grows thickly and is smooth and tall and averages from six to eighteen inches. As to the best mode of development probably a wagon road extending from the Long Sault to the head of the lake Temiscaming with a short road from that to the lake Region to the westward would lead to the early occupation of these lands. But the construction of the projected railway from North Bay would be far better.

I have the honour to be, Sir,
Your obedient servant,

(Signed) R. W. HERMON,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 36).

DISTRICT OF NIPISSING.

TOWNSHIP OF BLYTH.

GLENCOE, ONTARIO,
November 6th, 1888.

SIR,—In accordance with your instructions, dated May 29th, 1888, I have the honour to submit the plans, field notes and the report of the survey of the township of Blyth, in the district of Nipissing. Leaving Glencoe on the 16th of July, I proceeded by rail *via* Toronto to North Bay, thence by wagon road through Widdifield and part of Indian reserve to near the south-east corner of our township, when we started work by retracing the north boundary of the Indian reserve which forms the south boundary of Blyth, taking an observation of Polaris for Meridian at the south-west angle of lot number two in the first concession. We found a magnetic variation of seven degrees and ten minutes west, ($7^{\circ} 10' W.$) which subsequent observations (five being taken altogether in different parts of the township) showed to be the same throughout the township, no important change of variation being noticed at any time during the survey.

From the south-west angle of lot number two in the first concession we ran due north astronomically, which shewed the width of lots two and one on the north boundary of the township to be eighty chains and sixty-seven links; we ran our west boundary from the post planted by P. L. S. Niven at our south-west angle on a course to meet a south-west angle of Notman, leaving our north boundary the nett six miles. The soil of the township is generally a light sand and somewhat stony in a few places, there being very little fixed rock to be seen and no indications of any minerals, although light the soil would appear to be well adapted to the raising of hay, oats and roots. For the greater part the township is comparatively level, the slope of the hills generally being easy. There are numerous small lakes which however are not well stocked with fish; these small lakes are generally connected by small streams, and those found in the N.W. $\frac{1}{4}$ of the township have their outlet to the north-west or west to the Tomiko river apparently, while those in the east and south halves of the township have their common outlet into the little Sturgeon river, which has its head in the north-east corner of the township and passing out of it to the eastward in the sixth concession, re-entering in the third concession and having its course south-

westerly through concessions three, two and one, leaving the township at the south boundary on lot nine, about ten chains up stream from the south boundary there is a fall, or rapid in the river of about ten feet in height, as also there are falls and rapids in all about twenty-five feet in height on lot number six in the second concession, either of which will furnish good water power for mills, though the amount of water running in the river in the summer season is small. The timber is generally good except on some of the low lying lands, which are timbered with small spruce and tamarac. All the upland being well timbered with pine spruce, birch, maple except about 4,000 acres of brule. There are also some small tracts of good cedar. The greater part of the township is covered with fair to good pine of marketable quality.

The township could be easily opened up by means of a road to the "North Bay and Temiscaming Government road" which, as the country is generally moderately level, would not be very expensive to build.

There are no squatters in any part of the township.

I have the honour to be, Sir,
Your obedient servant,

(Signed) RICHARD COAD,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 37.)

DISTRICT OF NIPISSING.

TOWNSHIP OF STEWART.

BROCKVILLE, ONTARIO,
November 15th, 1888.

SIR,—I have the honour to submit the following report on the township of Stewart in the district of Nipissing surveyed by me this summer in conformity with your instructions of 29th May, 1888.

I proceeded by rail to North Bay, thence by the Temiscaming Road north-easterly, and then northerly through the township of Widdifield crossing the north boundary of this township near the south-west corner of Mulock, thence following closely the west boundary of Mulock to the south-east angle of Stewart, where the survey was commenced by posting the north boundary of Merrick as the front of the first concession. The side line between lots four and five was made the base from which the concession lines were run east and west, and the line in front of concession five the base from which the side-lines were run north and south. The west boundary was run on a course of north, forty-two minutes east. Owing to the great number of days in which it rained, observations were not taken as frequently as I would have desired. The magnetic declination varied from seven degrees and fifteen minutes west to seven degrees and thirty minutes west.

The northerly and easterly part of this township is drained by small streams that flow into the Jocko River, and the remaining portion of this township is drained by streams flowing toward the Sturgeon River. All the streams are small, few, if any, being large enough for driving timber or logs; the largest being the one which crosses the west boundary near the south-west corner of the township. The lakes are numerous, many of them with very irregular contours; the largest as well as most irregular being the lakes in concessions I. and II.

This township has few hills of a greater elevation than 50 feet, the surface being undulating with large areas of swamp land. The soil throughout the township, unless otherwise given in the field notes, is a light sandy loam and very stony.

There are few rocky ridges in the township, the geological formation of all rock exposures seen being Laurentian, the greater part of the township being overlaid with Algoma sands. No economic minerals were met with.

A brulé of about fifteen years of age extends across the north boundary from lot 3 to lot 11, and runs southerly to the line in front of Concession IV. In this part of the township there is very little timber of any size or value. In all other parts of the township pine of good size and quality are found in sufficient quantities to make this township a valuable timber berth. The absence of large streams is partially counterbalanced by the level character of the country, which will permit of the easy construction of roads. There is very little hardwood bush, maple and birch in the township, the largest bush being in the centre of it where evidences were found that many years ago the aborigines had manufactured maple sugar.

The road from North Bay to Lake Temiscamingue follows closely the east boundary of the township, except in concession VI., where it bears north-westerly. The road is constructed as a waggon road to within about three and one-half miles of the south-east angle of the township, to the north of which it is constructed only as a winter road, all streams are, however, substantially bridged.

This road will no doubt be the avenue by which the hardy settlers will enter the township unless the Lake Nipissing & James Bay Railway is constructed before the vacant and better agricultural lands to the south and north are all taken up.

Accompanying this Report are the field-notes, plan of survey, timber plan and other returns required, also a few photographs which shew fairly well the typical camp scenes and the nature of the country surveyed.

I have the honour to be, Sir,
Your obedient servant,

WILLIS CHIPMAN,
Provincial Land Surveyor.

The Honourable T. B. PARDER,
Commissioner of Crown Lands,
Toronto, Ont.

(Appendix No. 38.)

DISTRICT OF NIPISSING.

TOWNSHIP OF EVANTUREL.

MONTREAL, QUEBEC,
December 13th, 1888.

SIR,—I have the honour to report that according to your instructions, dated the 29th day of May, 1888, ordering me to proceed to the township of Evanturel, I left Mattawa on the 17th day of July with my party and that we travelled up the Ottawa River *via* the Lake Temiscamingue Railway to Lake Temiscamingue, thence across this lake and up Blanche River by steamer to lot number two, concession four of the township of Evanturel.

This readily shows that this township is already of easy access by steam communication from C. P. R. at Mattawa.

Having ascertained the line dividing the township of Evanturel and that of Ingram, which is well opened and easily found, I proceeded to run the several concession lines due

west astronomically and the north and south lines, north astronomically, planting and marking all the posts as required in the general instructions, of the most durable wood that could be found, firmly in the ground with two bearing trees well blazed and marked, and noting their courses and distances. All the lines were well cleared out and blazed and sky lines were cut in broken country.

The length of the chain was tested at least every second night. Several astronomical observations were taken, some of which are given with the field-notes.

I traversed all the rivers, about fourteen miles altogether, the work on the small river emptying in the west branch of Blanche River being particularly tedious, this river being too shallow in some places for canoes and at others too deep for wading, rendering it necessary either to portage a canoe or cut a line on the bank. All the traverses are connected with the concession or side lines. No lakes were found in this township. There are no squatters on the land I surveyed and no improvements of any kind.

The soil is rich clay land on the level sections of the township. In the broken and hilly parts the tops and the slopes of the hills are of a sandy loam. These slopes having been burnt about twenty years ago are now covered with small poplars, and they could very easily be cleared and the land ploughed as all the larger roots have been destroyed by fire.

Blanche River in this township is a beautiful stream, with a current of about two miles an hour, offering the settler every facility for transportation until roads are open.

There are several mill sites, namely, on lot three in concession five, on lot twelve in concession three, and on lot nine in concession three.

There are two magnificent water-powers on lot twelve concession three, the fall being almost sixty feet and the quantity of water inexhaustible all the year round.

There is no timber of commercial value in this township. The whole township is covered with a very thick growth of small poplars, tamarac, balsam, spruce and birch of all dimensions, cedar, elm and mountain ash.

There is no pine in this township.

There are a few cedar swamps, almost impenetrable. There is no timber plan accompanying these returns, by order of the Department, as all the different kinds of trees mentioned above grow promiscuously.

Besides the rivers, of which the water is good, there are many brooks with good cold water. On the other hand there are large tracts of country without water.

Most of this township is well adapted for settlement. The banks of the rivers, although high enough to prevent the flooding of the adjacent lands, are not too steep, in many places to forbid easy access to the water.

I found no minerals in the township of Evanturel.

The whole of the above is humbly submitted.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

J. P. B. CASGRAIN,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 39.)

DISTRICT OF NIPISSING.

OUTLINES OF TOWNSHIPS.

HALIBURTON, ONTARIO,

December 15th, 1888.

SIR,—I have the honour to submit the following report on the survey of outlines of townships at the head of Lake Temiscaming in the district of Nipissing, surveyed under your instructions of 29th May, 1888.

I commenced the survey at the south-west corner of township number 12, now called the township of Dack, and carried on and completed the same in accordance with instructions, the lines being run east and west and north and south astronomically in the following order :

Boundary between townships eighteen and nineteen.
 West boundary of township seventeen.
 South boundary of township seventeen.
 Boundary between townships seventeen and eighteen.
 South boundary of township nineteen.
 West boundary of township nineteen.
 Boundary between townships nineteen and twenty.
 West boundary of township twenty.
 Boundary between townships twenty and twenty-one.
 West boundary of township twenty-one.
 West boundary of township twenty-two.
 Boundary between townships twenty-one and twenty-two.
 Boundary between townships twenty-two and twenty-three.
 North boundary of township twenty-two.
 North boundary of township twenty-three.
 East boundary of township twenty-three.

The details of survey will be found in the field notes and on the plan.

The townships are so fully described on the plan that I need say but little about them. Of the seven townships outlined, numbers seventeen, eighteen, twenty and twenty-one are the best and contain about eighty per cent. of good land. Numbers nineteen, twenty-two and twenty-three probably contain sixty-five per cent. of good land.

From what I could see of the country to the south-west and north of my survey, I think there will be two townships to the west of number seventeen, one township to the west of number twenty-one, and probably one to the north of number twenty-two fit for subdivision. The good land will now be found adjacent to the streams. The Blanche River to the north of number twenty-two is still a fine stream for miles above the lake, with banks about twenty feet high, with large timber and clay soil for some distance inland. Some of the largest poplar I have ever seen is to be found along the north boundary of township twenty-two, one tree cut on the line measuring thirty-two inches on the stump.

A few white pines were met with at different places on the survey, and there is a very fair timber limit in townships nineteen and twenty as shewn on plan.

There are only two lakes of any importance within the limits of the survey, one on the south branch of the Blanche in township twenty, and the other on the Blanche River at north-east angle of township twenty-two, a little beyond the forty-eighth parallel of latitude as shewn on the plan. Both of these lakes abound with fish, pike and pickerel being the most numerous. The geological formation is principally Huronian, but the gneissoid rocks come to the surface in many places. I found no minerals, but quartz veins were very numerous.

Moose were plentiful and Bear very numerous. Beaver were also plentiful in the streams and small lakes. The woods abound with Partridge.

The weather was favourable until the middle of September, after which it was broken and uncertain to the close of the work on the seventeenth of October.

The water in the Blanche river is unusually high during the month of June and was navigable for steamers to the high falls in township fifteen, a distance of about forty miles above Lake Temiscamingue.

There are no settlers or squatters within the limits of the survey.

The facilities for settlement of this district remain unchanged and are those described in my report for 1886, excepting that the rates for transport are now about twenty-five per cent. higher. This vast tract of good land will probably remain unsettled until a

railway has been pushed through to the head of Lake Temiscamingue. In the event of this being done the land no doubt would be rapidly taken up.

Herewith are plan and field-notes of survey with account.

I have the honour to be, Sir,
Your obedient servant,

(Signed) A. NIVEN,
Provincial Land Surveyor.

To the Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 40).

DISTRICT OF THUNDER BAY AND RAINY RIVER.

PORT ARTHUR, ONTARIO,
15th June, 1888.

SIR,—I have the honour to report that in accordance with your instructions of the 14th December, 1887, to survey a base line from the north-west angle of the township of Strange to Agnes Lake, on Hunter's Island, and the Meridian line between the districts of Thunder Bay and Rainy River, south of the said base line, I left Port Arthur on the 21st January for the north-west angle of Strange, owing, however, to heavy snowstorms and unfavourable weather, I did not succeed in securing an astronomical observation before the morning of the second of February, on which day I commenced the survey of the base line, and which I completed on the 2nd April. The weather experienced throughout the entire survey was by far the most severe that it has ever been my lot to experience in this district. Constant heavy snowstorms causing a complete stoppage of the work on an average of from two to three days in each week. Owing also to this cause I did not succeed in taking as many astronomical observations as I should otherwise have done, but I used every endeavour to take them as frequently as possible, in accordance with my instructions. The large quantity of snow on the ground, which was from four to six feet in depth, precluded the true nature of the soil being ascertained.

The country through which the base line passes, is principally granite or gneiss of a very superior quality, somewhat similar to the Aberdeen granites. At Nulla Lake the northern outcrop of the green slates and trap came in, but they did not extend beyond two or three miles. The dip of these green slates and trap varied from 50° to 70° ; and to judge from their general appearance, I should think it very likely that gold might be found in good paying quantities. From the thirty-fifth mile or Cunniash Lake to the Rainy River district or the western end of Bitchu Lake the disturbance of the magnetic needle as recorded in the field notes, would appear to indicate the presence of large quantities of iron, probably in the form of Magnetite or Hematite ores. About two to three miles south of the base line there is no doubt that valuable mineral strata exist, which would probably show up well if carefully explored. From the township of Strange to the boundary of the Rainy River District, the country has mostly been burnt over in the immediate vicinity of the base line, and the line runs mostly through high rocky ground with the exception of hollows and in the near vicinity of the lakes, where the land lies mostly low and probably consists of a rich alluvial soil; while in that portion of the line which passes through the Rainy River District the country seems to have been more protected from fire and appears to possess a far richer alluvial soil.

Moose, Cariboo, Bear, small game and fur-bearing animals abound in the country west of Bitchu Lake.

I came across some good sized pine near Waykwahbinonahn Lake and also near Bitchu Lake, and on Hunter's Island, but the Indians informed me that there was more good pine to the south of the base line. Wherever the country had been burnt over it was mostly re-grown with small second growth pitch pine and birch, and in some instances with poplar. In the unburnt parts the pitch pine, birch and poplar are mostly of good size and well suited for mining and fuel purposes. There are also some good groves of spruce and tamarac.

The line was run carefully with a transit Theodolite, and was well cut out and blazed. The iron posts were well and carefully driven in with a sledge, or drilled and run in with lead, and wherever stone could be found it was piled around the six mile posts; but owing to the unusual depth of snow it was only occasionally that stones could be obtained. At the 42nd mile from the township of Strange, the line being longer than was anticipated, I found I had only sufficient of the larger iron bars for the remainder of the work, and not having time to send for more, I planted one of the three-quarter inch iron posts at this mile. In all other respects the posts were planted in accordance with my instructions.

Accompanying this report I beg to submit the plan, field notes, astronomical calculations and a few geological specimens with accompanying list and accounts.

I have the honour to be, Sir,
Your obedient servant,

HENRY DE Q. SEWELL,
Provincial Land Surveyor.

To the Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto, Ont.

(Appendix No. 41).

REPORT ON THE SURVEY OF THE LAKES WEST OF ARROW LAKE IN THE DISTRICTS OF THUNDER BAY AND RAINY RIVER.

PORT ARTHUR, ONTARIO,
April 30th, 1888.

SIR,—I have the honour to report having concluded the survey of the lakes along the International Boundary westward from Arrow Lake, performed in accordance with your instructions of the 14th day of December, 1887.

Work was commenced at the outlet of Rose or Mud Lake, and from thence a continuous transit survey was carried on as far as Carp Lake on the south side of Hunter's Island. This work comprised a survey of Rose, South and North Lakes, Gunflint River, Gunflint Lake, Granite River, Seiganagah Lake and River, Seiganagonse, Lily-pad, Jasper, Otter Track, Big Rock and Emerald Lakes, also a portion of Sturgeon River and Northern Light Lake.

All the mining locations in the vicinity of our work were carefully tied into the survey lines.

On Seiganagonse Lake a tree was squared and pickets left standing to indicate to P. L. S. Sewell the longitude of the Meridian between the Thunder Bay and Rainy River Districts. I was unable to run the line connecting with the base line as directed, owing to the fact the base line was not produced sufficiently far west when we were in that vicinity. As it was probable moreover at this time that we should run short of provisions, (Indians having broken into and stolen from our caches), I did not run the

line between Seiganagah and Seiganagons Lake, feeling assured that the Department would be better pleased to have the survey extended as far as possible into the valuable iron deposits of Hunter's Island, especially as the above lakes were connected, otherwise by careful transit work during which the observations had been frequent and satisfactory. Compass work in this region would be of little or no value, owing to local attraction.

The plans of the International Boundary Survey, signed by the joint Commissioners, although showing in the main, when checked by our work a great semblance in general outlines are in places grossly inaccurate; errors of over a quarter of a mile being not infrequent.

As the offsets on our work were seldom over three chains nothing of importance could have been overlooked, and the details is as minute as could be indicated on a plan on a scale of one mile to an inch.

In order that the details of topography might be shown to the best advantage, the work was plotted four times the desired size and carefully reduced by pantagraph. To connect our work with the United States township surveys a tie line was run to one of their meander corners on Otter Track Lake as shown on the plan.

From and including Rose Lake westerly the country is well timbered as far as the easterly part of Gunflint Lake. Spruce, poplar, birch and balsam prevailing, with occasional red and white pine, in small belts or scattered, the red pine being far more common than the white.

Although this pine would be very useful and desirable, I do not think there is sufficient of it to make the lands valuable for it only. From the easterly part of Gunflint Lake westerly and northerly, except in patches, a brule covered in most places with a second growth of poplar, birch and jack or pitch pine extends as far as Island Portage or Granite River.

From this point a belt of timber chiefly spruce, poplar and birch, with some red pine averaging 12 to 16 inches in diameter, extends to Seiganagah Lake and along the south and east shores of that lake, the north shore is all brule to within two miles of the outlet.

On the south-east portions of the lake and on some of the islands we observed a considerable quantity of pine, averaging 12 to 20 inches, generally red.

From about two miles east of the outlet of Seiganagah Lake considerable red pine occurs with the usual spruce, poplar and birch. The green timber again gives place to brule on the south shore of Seiganagons Lake at a point about due south of the east end of Hunter's Island, nothing but a small second growth of pine, poplar and birch being found from here along the south-east and east shores of the lake.

On the north shore about two miles from the east end of the lake the brule ceases and we find an abundance of spruce, poplar, birch and jack pine with an increasing proportion of red pine.

Immediately west of the small lake north of Seiganagons Lake, called Angle Lake is a belt of good land, pine chiefly red. The easterly point of Hunter's Island is very sparsely timbered. From Seiganagons Lake westward only occasional patches of brule are encountered, there being a considerable quantity of red pine of good size, especially in the vicinity of Big Rock Lake. On Granite and Seiganagah Rivers there are numerous falls and rapids capable of furnishing ample water power for any purpose.

In general the entire country traversed is rocky and unfit for cultivation, sufficient good arable land however exists to supply the wants of a lumbering or mining community. The shores of the lakes west and north of Gunflint Lake are more rocky and rugged than those of the latter or more easterly lakes; this is more especially the case along the north shores of Seiganagons, Otter Track and Big Rock Lakes.

In the region surveyed there are two distinct and separate iron belts, one at Gunflint Lake which extends in width about three-quarters of a mile back or north from the north shores of Gunflint and North Lakes, and another which extends north-easterly from Carp Lake south of Hunter's Island, through Emerald, Bigneck, Otter Track, Jasper and Lily-pad Lakes to Seiganagons Lake.

This latter belt appears to be identical with the famous "Tower" range in Minnesota and has an average width of one mile and a half. Its general course is indicated by the mining locations shown on the plan.

It is to be regretted that the unprecedented depth of snow, thinness of ice and generally stormy weather of the past winter has interfered materially with the progress of the survey, particularly in rendering it impossible for the topographer to obtain that general topographical knowledge of the surrounding country we had anticipated. The great depth of the snow prevented the ice from attaining one-fifth of its usual thickness and almost everywhere there was an average of six inches of water over the ice, rendering travelling very difficult and trying and track surveying impossible.

Altogether about two hundred and ten miles (210) of instrumental line were run besides the considerable amount of topographical knowledge acquired by compass and pacing as shown on the plan.

A plan of survey on a scale of one mile to the inch is herein submitted, also the usual accounts and vouchers of expenditures in triplicate.

Now that a good foundation has been laid for future work the filling in of much desirable additional data, such as Northern Light and Agnes Lakes could be readily and rapidly performed by a micrometric traverse checked by azimuth observations.

All of which is respectfully submitted.

I have the honour to be, Sir,
Your obedient servant,

(Signed) A. L. RUSSELL,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

Appendix No. 41a.

DISTRICT OF NIPISSING.

TOWNSHIP OF FITZGERALD.

PETERBOROUGH, ONTARIO,
February 8th, 1887.

SIR,—I have the honour to present herewith the report, field notes, and plan of survey of the township of Fitzgerald, performed under your instructions of date, May the 29th, 1886.

The township is situate about eight miles south of Deux Rivière, on the Ottawa River. It contains 54,846 acres.

The westerly side of the township is drained by the North River, a tributary of the Petewawa River, the easterly side by a smaller stream, Bissett's creek, which flows directly into the Ottawa River at a point on the C.P.R. called "Bissett's Station." The surface of the township is rather rocky and broken along the southern concessions, but only in a few instances are very steep or sharp hills met with.

These hills are composed of the usual kinds of gneiss or granite rock common in this part of the country.

The crests are generally bare and barren, destitute of forests and vegetation.

The slopes are mostly overlaid with surface stone and boulders, in places resting on bare rock, gravel, and sand.

The lower levels and valleys are of the usual kinds of sand loam, clay, etc., in places of good average depth and fertility.

Close along the east boundary—concessions six to ten—there is a good hardwood tract covered with maple, birch, beech, and mixed greenwood.

The soil here contains more clay than is found elsewhere in the township, and although somewhat stony on the surface, is nevertheless capable of being cultivated to advantage, and might be considered, for this region, fair farming land.

This tract contains probably five to six thousand acres. Excepting the block of hardwood here referred to, and a small block of white pine in the south-west corner of the township, there is now little standing timber of any value left. The pine will be removed this winter. Originally, the pine crop in this section was extensive and of good quality, and I understand was lumbered over as far back as three-quarters of a century ago ; but at present there is no timber of any kind—of any value, except the two small patches described.

Some fifteen or sixteen years ago a great fire swept over a large district along this part of the Ottawa country, so that very little of commercial or marketable timber now remains.

In many parts the country for miles is bare, excepting clusters of charred trees few and far between, with a crop of underbrush growing up between them.

During the progress of the survey a careful search was made to trace out the old limit lines referred to in my instructions, but owing to the almost complete destruction of the old standing timber, and the appearance of a new crop of underbrush, it was rendered impossible to discover any reliable evidence in relation thereto.

As will be seen, the township is pretty much dotted over with small lakes.

Most of these are of good clear water and of considerable depth.

Fish is found in the large lakes.

The shores are generally low and sandy, and seldom bold and rocky.

A large portion of the township on the slopes and uplands that may not be well adapted for farming of crops, will serve as pasture and grazing land.

I have the honor to be, Sir,
Your obedient servant,

(Signed) J. W. FITZGERALD,
Provincial Land Surveyor.

The Honorable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 42.)

REPORT
OF
THE SUPERINTENDENT
OF
COLONIZATION ROADS.

To the Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Ontario.

SIR,—I have the honour to present the annual report of work done in this branch of the Department during the year 1888, in the construction and repair of roads and bridges.

The number of miles of new road made during the year is 219, and of repairs 333½ miles. There were also 30 bridges built and a number repaired, as shown in the following detailed account:—

NORTH DIVISION.

BASSWOOD LAKE ROAD.

One mile of construction in order to complete this road which was begun two years ago, and now connecting with Grand Portage Road. This mile is on the second and third concession line of Wells township, and across the fronts of lots five to eight, both inclusive.

The road is of vital importance to the settlers and the district generally.

CLARKE'S BRIDGE.

The construction of this bridge was commenced last fall, as mentioned in my previous report.

It is 120 feet long, with a main span of 60 feet; the abutments being 18 feet in height, and filled with stone.

Its cost is much beyond the ordinary expenditure for such a bridge, but the difficulty in securing foundations accounts largely for this fact.

COCKBURN ISLAND ROADS.

A mile and a quarter constructed on tenth side line road; two miles and a half repaired on the twelfth line; and about one and a half miles repaired on the main road from the wharf or steamboat landing, a large amount of work for the expenditure, \$505.80.

COYNE'S ROAD.

A continuation from the line between lots 3 and 4, westward between the second and third concessions of Galbraith to lot 6, and from thence northward between lots 5 and 6 to the centre of the fourth concession. Two and a half miles of new work.

COFFIN (2ND AND 3RD CON.) ROAD.

The grant—\$500—was only sufficient to build a bridge over Thessalon River on this line. It is a structure 156 feet long, with a centre span of 70 feet. \$200 more would have been required to complete the road as was intended.

GALBRAITH AND COFFIN ROAD.

In consequence of high spring floods, a great many bridges of various sizes were carried away or damaged so as to impede travel, and it became necessary to spend more than the original grant on both the Galbraith and the Coffin road.

Six bridges were renewed, and several culverts were also renewed and enlarged, involving the forming of approaches in most cases.

Three and a half miles of road were repaired in addition to the bridges and culvert work.

GRAND PORTAGE ROAD.

Upon inspection it was found that the appropriation of \$900 would not be sufficient to make the road and build a bridge over the Massissaga River, and also that it was much more important in the interests of the district that several bridges, which the floods had destroyed, be replaced, with the expectation that a larger grant might be obtained for the work first contemplated.

The largest bridge which was entirely carried away was one over a branch of the Thessalon River, on a main road leading into Thessalon. It was renewed at a cost of \$550, and another over Livingston's creek built for about \$200. About \$70 were spent in making examinations and measurements for Grand Portage Road bridge, and a small bridge was built over Beaver Creek at a cost of about \$200.

INDIAN PENINSULA ROAD.

The main highway through the east side of the Indian Peninsula, in the County of Bruce.

Instead of continuing the construction of the road towards Tobermory, the portion between Lyon's Head and Dyer's Bay, was found to be almost impassable and the grant was expended largely in repairing eight miles of the roughest road I ever passed over.

KAMINISTQUIA BRIDGE.

These repairs were of a large and expensive nature, as it was found by experience that the bridge as it existed was in danger every spring of being carried away by ice jams and freshets, which in this river, and especially at the site of the bridge, are of an exceptional nature in force and suddenness.

It became necessary to change the character of the bridge by making larger openings to the extent of three new spans of 60 feet each; one of 50 feet, and three of about

40 feet, and involving the building of eight heavy piers 12 feet by 25 feet, and other lesser ones.

The work which had to be done during last winter in order to obtain proper foundations was, with the stone and filling of the abutments, much more costly than at first estimated.

The freshets this spring were, it is said, greater than ever before known, and has proved that while the work done is quite sufficient to withstand the great pressure of water and ice, the superstructure ought to be raised throughout about two feet so as to guard against further possibility of danger.

LaCLOCHE AND SPANISH RIVER ROAD.

A winter road and mail route to the Canadian Pacific Railway, constructed from a point about half a mile west of the Hudson Bay Company's Post at LaCliche, northward to what is known at Flarin's farm on Spanish River; the point of ending being about half a mile west of the above named company's property.

Settlers about Spanish River appreciate this work, as the mail can by this road reach them from Manitoulin Island, with, in winter, sleigh and horses. The length of the road is four and three-quarter miles.

MISSISSAGA ROAD.

On account of damage by spring freshets a considerable portion of that made last year had to be repaired and the balance of the grant was only sufficient to make three of the five unopened miles, leaving yet two to construct so as to reach the Mississaga iron bridge.

MISSISSAGA BRIDGE.

The excessive spring floods had washed out a portion of the east bank at this iron bridge, and it was necessary to build some additional crib work for more permanent protection. The structure was, however, in no way injured.

MANITOULIN ISLAND ROADS.

Thirteen different works are embraced in the season's operations on the Island, amounting in all to twenty-three miles of repairs; nearly four miles of new road built and two bridges constructed; the works being:—CLOVER VALLEY ROAD, upon which about \$300 were spent in repairing, ditching, grading, and otherwise improving about one mile of its length, and includes also cutting out 180 rods of swamp on the sixth concession of Assignac.

The CAMPBELL AND MILLS ROAD, on the seventh and eighth concession line of Campbell, was opened through the fronts of lots 26 to 30, both inclusive, making a mile and a quarter, and completing a through road easterly, whereby settlers can reach Providence Bay and other eastern points. The expenditure was about \$200.

GORE AND MUDGE BAY ROAD was, at a cost of \$100, repaired over two-and-a-half miles between lots 5 and 15; and LAKE WOLESLEY ROAD was extended three-quarters of a mile, and nearly six miles were repaired; two of which were in the township of Robinson, about two in Burpee, and the balance in Mills and Gordon; the cost being about \$1,000.

Three miles of repairs were made on LONG BAY AND LAKE HURON ROAD, one and a quarter of which was on the town line between Carnarvon and Campbell, between concessions 14 and 16; the balance being on the 12th concession line of Campbell, across lots 19 and 20; thence northward to concession 10, and again east to lot 22; the outlay being \$500.

MANITOWANING AND LAKE MANITOU PORTAGE ROAD, the stage route between Manitowaning and Lake Manitou, on which latter a steamboat runs, was repaired for two miles at cost of \$400, and MANITOWANING AND GREEN BAY ROAD, which is one running from Lake Manitou Portage Road, was, for \$100, repaired over a mile and a quarter.

MUDGE AND WEST BAY ROAD. \$143 spent opposite lots 20 and 21, concession 14 Billings, in opening and ditching a low swampy portion known by the settlers as "Cat Tail Hole."

MANITOWANING AND MICHAEL'S BAY ROAD. The main road in that portion of the Island, was repaired over one mile near Manitowaning village and for half a mile in Tehkummah township. A bridge was also built on the last named road, over Blue Jay Creek, with a 30 feet span. Cost of repairs and bridge about \$400.

NORTH OF SCOTLAND ROAD AND BRIDGE. About \$250 expended in opening one and three quarter miles along the "Gore Bay Bluff" from concession 10 of Gordon north-easterly, and building a bridge over a deep ravine between concessions 4 and 5, the bridge having a main span of forty-eight feet.

SANDFIELD AND BIG BAY ROAD, on the 4th concession of Sandfield, was repaired between lots 7 and 14—one and a half miles for \$100.

On the 8th concession line of Tehkummah what is known as the SLASH ROAD was, for \$200, repaired over two miles; and WEST BAY BRANCH ROAD, the end of the series, was repaired from Little Current southward nearly two miles for \$200.

NEPIGON ROAD.

This road is located from Nepigon Station, on the Canadian Pacific Railway (Red Rock), to the western arm of South Bay, Lake Nepigon. Twenty-six miles, of which four and a half miles from the station were opened out fifty feet wide as a winter road.

The Overseer reports the first five miles of the location, dating from the railway, to be through land of fair quality, timbered chiefly with birch, spruce and tamarac; the next nine miles to be over a sandy district and of burnt timber; and the remaining twelve miles is, he says, through very fair land and improving as the lake is reached.

OLIVER TOWNSHIP ROADS.

A road was opened between lots 8 and 9 through concessions 3 and 4, and a swamp opened on the same line in the 6th concession, a mile and a half of construction costing \$665.52.

The balance of the expenditure, \$400, was given as a contribution towards rebuilding a bridge over Neebing River as in the estimates for the year; the municipality furnishing the balance and completing the work.

PRINCE ROAD.

A small work on 5th line of township of Prince, from south-west corner of sec. 3 and south-east corner of sec. 4, representing, perhaps, half a mile of construction.

PARKINSON ROAD.

Continued from last year's operations or line between lots 4 and 5 in the first concession of Parkinson north to the second concession line; and from thence westward on the last named line to lot 7—a length of two miles of heavy construction work, the land being low and swampy.

RABBIT MOUNTAIN AND WHITE FISH LAKE ROAD.

The grading completed to Silver Mountain, six miles, and the first twelve miles of the road repaired, beginning at Murillo Station.

Teaming is very heavy over this road, and it is therefore expensive to keep in condition fit for travel.

RAT PORTAGE AND KEEWATIN ROAD.

Necessary repairs to bridges which were damaged to such extent as to prevent traffic over the road in winter, when it is most required. The outlay was \$265.71.

RAINY RIVER ROAD.

Seventeen miles opened this season, the work terminating about three and a half miles from Wild Sand Reserve, and about two miles from Hughes' and Cameron's Mill.

As before, the road follows generally the line originally surveyed, and therefore not a great distance from the river at any point.

The greater portion of the work was performed by Indians, as although there is said to be some thirty young whites living in the district they all follow lumbering and object, it is said, to working upon roads.

ST. JOSEPH ISLAND ROADS.

The sum of \$2,154.91 was expended as follows:—

"C" line—Repairs from lot 10 to lot 1, two and a quarter miles, \$512.

"A" line—Construction between lots 44 and 45 to S and T concessions, one mile and a quarter, \$614.

"P" line—From centre of lot 23 to jog between 20 and 21, twenty-one rods on side road; and again one hundred and sixty rods made between lots 18 and 19—nearly a mile and a quarter of construction for \$514.

On W and 14 line three miles of repairs over road and three quarters of a mile built from lot 15 round a pond hole, costing \$515.

Altogether, three miles and a half built and five miles and a half of repairs on the Island.

THESSALON (EAST) BRIDGE.

A contribution of \$250, the Dominion Government giving a like amount, towards the construction of a bridge over the river at Thessalon, which had been carried off by the spring freshets.

The total cost of the work is understood to be about one thousand dollars.

WEST DIVISION.

BRACEBRIDGE ROAD.

This road is approximately on the town line between Macaulay and Draper, but the country being rough, many small deviations were necessary, most of them being on the 13th concession of Draper.

The work was from lot 17 to lot 28, nearly three miles of construction, and was heavy and expensive, involving a considerable amount of blasting.

BRIDGE REPAIRS (MUSKOKA AND P. S. DISTRICT).

The bridge over Black Creek on Stisted No. 2 Road was too low for the passage of timber and saw logs and was raised about five feet for safety. It is 420 feet long and therefore somewhat costly to raise.

BRUNEL BRANCH ROAD.

A portage a little less than a mile in length between Peninsula Lake and Lake of Bays, in the township of Franklin, connecting the lake trade, which is growing rapidly, and will doubtless make these waters as popular as the other Muskoka lakes within a very few years.

It is through lots 22 and 23 of concessions 11 and 12, Franklin; is well and permanently graded, and already a stage line is established over it.

CARDWELL ROAD.

One and one-half miles repaired beginning about two-and-a-half miles east of Rosseau and working eastward.

Included in this expenditure of \$601.96 is the sum of about \$30 paid for filling the piers of Dee Bank bridge (built last year) with stone, and repairing the approaches.

CHAFFEY ROAD.

This Chaffey Road is one extending eastward and westward from Novar Station of the now Grand Trunk Railway.

The work was from the station eastward, three miles of excellent repairs.

A very bad and dangerous crossway was also repaired, the settlers contributing a certain amount of labor.

CHRISTIE ROAD.

Repaired from Edgington westward two miles, and eastward half a mile. Again repairs were made from Ten-Mile Creek to the Rosseau and Nipissing Road, five miles, making altogether seven and a half miles of repairs.

DEER RIVER BRIDGE.

A bridge on the Northern Road in the township of Ferrie so dangerous as to require immediate reconstruction.

It is comprised of a thirty-feet and a nineteen-feet span, and has a total length of seventy-three feet. The cost was about \$300. The balance of the expenditure being for repairs on the road between the bridge and Dunchurch.

EAGLE LAKE ROAD.

Continued from South River from lot 1, concession 2, Machar, south-westerly to lot 2, concession 14, July; thence south-easterly through the last-named concession to lot 6, and thence easterly on blind line between concessions 13 and 14 to lot 7; in all, two miles of construction, including a crossway bridge, 140 feet long, over a shallow creek or flat.

GOLDEN VALLEY ROAD.

This road, fully described in the report in 1884, is now opened to the Mills Road as was contemplated, and is one of the most important highways in the district.

Two miles were built this season requiring a little more than the grant to complete the work.

HIMSWORTH BRIDGE.

The floods had injured the north end of this bridge, making it unsafe, and I ordered these necessary repairs.

The bridge is over South River, north of Powassan P. O.

JUNCTION No. 2 ROAD.

Repaired from Star Lake northward two miles, and southward three miles—five miles altogether. It is an old but useful road.

LAKE SHORE ROAD.

A contribution of \$200 towards the re-building of a bridge over a large ravine called "Johnston's." The work was done by the Municipality and was estimated to cost \$400. The Inspector has reported the work to be satisfactory—a stone culvert with double opening, and forty feet long.

LEG LAKE ROAD.

A road opened between Leg Lake post-office and Gravenhurst.

It was commenced last year and this season completed by building about four miles and a half, partly in the township of Muskoka and partly in Wood township, and will doubtless be a most useful road for persons living in the last-named township.

LONG POINT ROAD.

This road, seven miles long, was opened in the year 1876, since which time nothing had been spent upon it for repairs, and it was well nigh impassable. It is from the Musquosh Road through concessions 8 to 12 of Muskoka, and from thence into the township of Wood. Four miles were repaired this year, leaving three yet needing improvements.

McKELLAR (10 AND 11 CON.) ROAD.

Work begun at lot 20, between concessions 11 and 12 (blind line), and continued diagonally through concession 11 to lot 9, between concessions 10 and 11. Three miles made through a heavily timbered country.

Repairs were also made on Junction No. 1 Road where fire had destroyed many small bridges and culverts.

MISSIONARY ROAD.

Two and a half miles of substantial repairs from the Rosseau and Nipissing Road to Spence town line.

MIDDLE RIVER BRIDGE.

A bridge over Middle River on McKellar Centre Road having a total length of 120 feet, comprised of four twenty-foot openings, and the approaches.

The previous bridge was unsafe, and the road being the only one between Spence and McKellar, its removal was a necessity.

MONCK (15 AND 16 SIDE LINE) ROAD.

The completion of a work commenced last year, and being two and a half miles of new road through concessions 7 to 10 of the township of Monck.

MONTEITH AND PERRY ROAD.

This is the completion of a deviation from the original road for the purpose of making a more direct line and the avoidance of some very heavy hills on the old location.

Nearly one and a half miles is the amount of work done, and is between concessions 10 and 11 of McMurich westward to make the connection.

MUSQUOSH BRIDGE.

\$31.30 was spent in propping up this bridge to guard against accidents, but it is not safe for another year, and should be renewed.

NAISCOODTYONG BRIDGE.

Necessary repairs to insure its safety in time of freshets and log drives. Outlay, \$45.09.

NEW JERUSALEM ROAD.

This work is through a rough and very heavily timbered country, and is the continuation of a road commenced last year, and now reaching to lot 30 of Machar, on the 12th and 13th concession line.

Besides the construction of two and three quarter miles, a bridge was built over Commanda Creek, having a 35 feet span, and another with span of 27 feet.

In order to complete the bridges that the road might serve the settlers, an additional sum of \$300 was allowed.

NORTHERN ROAD.

A little over two miles repaired from end of last year's operations. When these repairs are completed to Golden Valley Road it will be the main thoroughfare to the railway *via* the Westphalia Road.

NORTH RYERSON ROAD.

The road between Spence and Midlothian upon which repairs were begun last year, and now finished; the length improved is a mile and a quarter.

NORTH-WEST ROAD.

Two miles of repairs extending to the tenth concession of McDougall.

ORANGE VALLEY ROAD.

A road from the Rosseau and Nipissing Road westward through the townships of Spence and McKellar. Four miles repaired this season.

OUTLET BRIDGE.

This bridge, which is on the Macaulay Road, was built by the municipality of McLean. The original structure—a very long and high one—being entirely unsafe.

The present bridge is upon a new site, a much shorter, and in every respect a more desirable one.

The \$300 given was a contribution towards the work, and is about one-half the probable value.

PARRY SOUND ROAD.

This grant was spent chiefly in renewing wooden bridges which had become dangerous. Some six bridges, aggregating a length of nearly 450 feet, were replaced with culverts, and the balance of the spaces filled in more permanently with earth and rock.

PENINSULA ROAD.

The completion of this road into Rosseau and building a bridge in connection with it over Shadow River.

The work is not quite finished owing to delay in procuring plank for the covering of the bridge, so the account is not closed.

PICKEREL CREEK BRIDGE.

Built over Pickerel Creek, on the Mills Road in the township of Mills, and is with approaches 180 feet long.

It had been carried away by freshets, and traffic impeded.

POVERTY BAY ROAD.

This is the main and only road between Ah-mic Harbor and Maganetawan, and was impassable. It was repaired from the Harbor eastward over three and a quarter miles.

RAINY LAKE ROAD.

A road constructed to let the Rainy Lake settlers out to a main road, the Perry and Monteith. The work is in the township of McMurrich from about the centre of the twelfth concession, between lots 15 and 16 northward along the line, twenty chains; thence angling through lot 16 to the thirteenth concession line; thence through lot 17 to the fourteenth concession line, and from thence northward between lots 17 and 18 to the Ryerson town line, one and three-quarter miles.

It is chopped out 40 feet wide and well grubbed and graded.

The settlers are themselves building a bridge on the line of this road about 300 feet long and said to be costing them nearly \$250.

RYDE CENTRE ROAD.

Work commenced between lots 10 and 11 of Ryde, on town line between Ryde and Draper, and opened from thence westward to the fifteenth side line, a mile and a quarter; and the next block, namely, to lot 21, which was only a trail, was also well opened, so that two and a half miles may be said to have been constructed.

RYERSON CENTRE ROAD.

A mile of excessively heavy work on the road allowance between lots 15 and 16 through concessions 13 and 14 of Ryerson, and thus connecting this with the Maganetawan Road.

SCOTIA JUNCTION ROAD.

The purpose of this road is to give the settlers in Kearney and vicinity access to the railway by connecting with the Monteith and Perry Road.

It begins about the centre of lot 30, concession 9 of Perry, angling from thence through lots 29, 28, 27 and 26 to the road allowance between lots 25 and 26, and from thence northward along the last named road allowance to the Monteith and Perry Road, two and a half miles of excellent work.

STISTED SWAMP ROAD.

Three miles built, beginning at road allowance between lots 10 and 11 and proceeding westward to the town line between concessions 4 and 5 of Stisted, except across lots 1 and 2, where the road was diverted into the fourth concession and continued southward to connect with a road surveyed and located in Cardwell.

STRONG (30 SIDE LINE) ROAD.

The principal work was a fifty-seven feet clear span bridge over the Maganetawan River on the line of this road which cost about \$250; the balance of the grant, or a little over, being spent upon 200 rods of crosswaying in the sixth and eighth concessions, and the road is not yet opened for general traffic.

It is important to a considerable number of settlers, as it will be their main road to the Village of Sundridge.

SURPRISE LAKE ROAD.

The sum of about \$350 was spent upon a bridge over South River, just below the railway bridge over the same stream. A truss of 60 feet clear span and entire length of 100 feet.

With the balance of the grant the road was continued from the bridge through lots 1 and 2, concessions 3 and 4 Machar; thence north-easterly through concession 1 Laurier, and again south-easterly through lots 2 to 6 and part of seven in the same concession and to the south of Bacon Lake. Four miles of road opened and most valuable in developing the township of Laurier.

SHAWANAGA LAKE ROAD.

A road leading from the Northern road westward toward the township of Burpee on the north side of Shawanaga Lake.

Work this season was from lot 5, concession 10 Hagerman westward to lot 3 in the same concession, cutting through all these lots on account of the impracticability of original road allowance. The length of new road is two and a quarter miles, with half a mile of repairs upon the east portion. It is now roughly opened to the town line of Burpee.

WESTPHALIA ROAD.

Continued from the end of last year's operations, lot 33, and between concessions 2 and 3 of Himsforth through to lot 27 of Gurd township; but, owing to natural difficulties, this portion is north of the road allowance and into the third concession throughout.

Three and three-quarter miles were constructed and another mile chopped out and cleared, ready for grading; but the appropriation was insufficient to open the road properly throughout.

WHITESTONE VALLEY ROAD.

A mile and a half of new road, beginning at lot 29, between concessions 2 and 3 of McKenzie; thence westward to lot 30; thence north-westerly crossing lots 30, 31, 32 of concession 3 and part of lot 33 of concession 4.

The Inspector states that the road is a very valuable one to both settlers and lumbermen.

EAST DIVISION.

ADMASTON (15 AND 16 SIDE LINE) ROAD.

This road is from the Renfrew and Douglas road westerly in the sixth concession, and is made this season one mile.

ADDINGTON ROAD.

Repairs were made from the Canadian Pacific Railway crossing southerly nine miles; and from the Peterson road southward four miles and a half.

An over-expenditure of \$150 was allowed to rebuild a high crossway about four miles north of Massanoga Lake which, through flooding, had become unsafe.

ALICE "B" LINE ROAD.

A bridge was built over Indian River on this line about one hundred and twenty feet long, having a main opening of fifty-one feet, the bridge resting upon piers fourteen feet high, filled with stone. Repairs were made upon each side of the bridge as a necessary work to complete the approaches and improve the road.

ALICE (3RD CON.) ROAD.

A mile and a quarter of new road opened between lots 20 and 21, through the third and fourth concessions.

ALICE (13TH CON.) ROAD.

A small grant given to make about half a mile of low, wet road on this thirteenth concession passable for teams.

It is from the line between lots 25 and 26, eastward

BEACHBURG AND COBDEN ROAD.

Repairs from Cobden towards Beachburg, four miles. It is an old road in the township of Westmeath.

BEAR CREEK BRIDGE.

In the ninth concession of Glamorgan, is one hundred and sixty-four feet long, resting upon five piers and two abutments entirely of cedar.

Half a mile of road on the east, and a quarter of a mile on the west, side of the bridge was also constructed.

BELL'S RAPIDS ROAD.

A new road between lots 10 and 11 of the township of Bangor, and built this season through concessions five to eight, about two miles.

Half a mile remains yet to be opened in order to complete the road.

BLAIRHAMPTON ROAD.

This road is from the tenth concession of Minden northward between lots 19 and 20 to the Peterson road. Its length, two and three-quarter miles, was repaired and improved throughout.

BOBCAYGEON ROAD.

Ten miles of repairs made from a mile and a half north of Kinmount to within half a mile of Minden, which puts this portion of the road in a good state of repair.

In the township of Sherbourne, on this same road, the bridge over the Narrows between Lake of Bays and Trading Lake was repaired by building a new pier on the north side, a new stringer in each opening, and new covering and hand-rail throughout.

BUCKHORN ROAD.

In the township of Smith five miles of repairs were made to complete work begun last year, and four miles of the road repaired from Buckhorn northward.

BURLEIGH ROAD.

Five and a half miles repaired between Young's Point and Burleigh Falls, and north of Apsley further repairs were made.

The township of Smith gave \$300 and the county of Peterborough \$250, which was spent, in addition to the Government grant of \$250.

CALABOGIE BRIDGE.

This is built over the Madawaska River, at Calabogie Lake, in Bagot, and near where the Kingston and Pembroke Railway crosses the same river. An appropriation of \$2,000 was voted last Session as a contribution towards the work, with a condition that the further sum necessary to complete the bridge be contributed by the municipalities interested and the Railway Company; \$1,000 has been paid over upon the Inspector's report and estimate of work done, but the bridge has not yet been reported as finished and therefore a further advance is withheld. The bridge was estimated to cost over \$4,000.

CALLENDER AND NORTH BAY ROAD.

A road from Callender Station, lot 10 concession 9 Bonfield, to lot 5 concession 10 a mile and a half long. Being very swampy a large quantity of crosswaying was necessary, and made the work somewhat expensive.

CARDEN ROADS.

This work starts at lot 13 concession 3 of Carden, and angles across two concessions to lot number five on the fifth concession line, the length being three miles ; a small amount of labour was also expended on what is called the first quarter line. The municipality also spent \$200 on the road.

CHANDOS ROAD.

Two miles of repairs from Apsley easterly.

COE HILL ROAD.

Two and a half miles improved on the road allowance between lots 15 and 16, through concessions 10 to 13 of Wollaston. A large amount of new work in the shape of deviations was done.

CROSS LAKE BRIDGE.

A floating bridge in the township of Kennebec upon which a certain amount of work was done during the spring, but cannot be completed till some time in the coming winter, when ice forms.

DALTON AND WASHAGO ROAD.

Repairs were commenced at the western boundary of the township of Dalton, at the crossing of the Black River, and extended easterly along the road seven miles to the Victoria Road, an important connection.

DALTON (25 AND 26 SIDE LINE) ROAD.

Opened on this side line from the Monck Road northward to the rear of the seventh concession, and a bridge built over Cranberry River ninety-five feet long.

DISTRICT LINE (between Stafford and Wilberforce) ROAD.

A mile and a half of road completed which the settlers had before chopped out roughly. It is along the 19th and 20th concessions of Wilberforce on the town line between Stafford and Wilberforce.

DISTRICT LINE (between Bromley and Wilberforce) ROAD.

This is the repairing of the road from lot 13 to lot 16 in concession 9 of Bromley, one and a quarter miles. The chief work was in a swamp across the front of lot 14.

DISTRICT LINE (between Stafford and Alice) ROAD.

These are repairs in the township of Stafford from lot 14 to lot 25, a length of five miles.

DUNGANNON (8 AND 9 CON. LINE) ROAD.

A mile and a half repaired, and a bridge built over L'Amable Creek.

FRONTENAC ROAD.

Repaired between Ardoch and Soles' Corners, fifteen miles.

GALWAY (10 AND 11 CON.) ROAD.

Repairs from lot number 3 to lot number 21, a distance of about four and a half miles.

GRAHAM'S BRIDGE.

This is a floating bridge over Muskrat Creek on lot 2, concession 20, Westmeath.

It was covered anew with 3 inch plank over its entire length, 312 feet, and a new hand-railing in addition.

Besides the above, one and three-quarter miles of road from the bridge towards Pembroke were repaired.

GRIFFITH (4TH CON.) LINE.

A road which, beginning at the Hyde's Chute and Sanson Road, meets the fourth concession line of Griffith. The work was a mile of repairs.

HAGARTY (10 AND 11 SIDE LINE) ROAD.

This work is through the third and fourth concessions, and is mostly new work through the mile and a quarter.

A quarter of a mile was also made between concessions four and five, from the side road westward.

HAGARTY (16 CON. LINE) ROAD.

Improvements on this line, beginning at lot number five ; about a mile of grading done and several bridges repaired.

HAGARTY AND BRUDENEL ROAD.

The work was commenced on the 16th concession line of Brudenel, where the line between lots 5 and 6 of Hagarty meets the same, and continued from thence northward between lots 5 and 6, one and a half miles. A new road was made passable for waggons.

HALIBURTON ROAD.

Repairs between concessions 2 and 3 of Minden from lot 26 to Haliburton Village, about nine miles.

HARVEY ROAD.

Repairs from Buckhorn westward four miles. It is a road built many years ago passing through a rough and stony country.

The County of Peterborough and the township of Harvey each granted \$200 towards these repairs.

HASTINGS ROAD (old location).

The County of Hastings granted \$150, and the townships of Marmora and Lake Tudor and Cashel \$25 each, making \$200 or equal grant with that of the Government for these repairs, which were from Rathbun Station southerly to "Murphy's Corners," five miles.

HASTINGS ROAD.

Five miles of repairs from the boundary between Lake and Wollaston to Rathbun Station, and again between Maynooth and the south boundary of Monteagle ten miles.

HEAD RIVER BRIDGE.

A bridge 85 feet long built to replace one destroyed by fire on the Monck Road about a mile east of Victoria Road. The main span is 35 feet.

HERSCHEL AND FARADAY ROAD.

Repairs from about one mile west of Bancroft to lot 24, concession 1 Herschel, a distance of seven miles.

HINCHINBROOKE ROAD.

One mile of repairs between lots 10 and 11 in concession 9 of Hinchinbrooke. A high crossway 274 feet long was built as a portion of the work.

HYDE'S CHUTE AND SANSON ROAD.

\$119.75 expended in repairing this road in the worst places where fire had injured it over a length of more than ten miles.

LAKE TOWNSHIP ROAD.

This is one laid out about twenty-five years ago, and portions made as a winter road by lumbermen.

This season two miles were built and two and a half of that before opened roughly, very well repaired. The work was from the south boundary of Lake at lot 1, concession 3, northward to lot 9.

The County of Hastings contributed \$250 of the amount spent, \$495.83.

LAVANT ROAD.

Thirteen miles repaired, the work being from the east boundary of Lavant westward.

Also one mile and three-eighths was constructed of Lavant Branch Road, commencing at lot number ten in the first concession of Darling, and extending to lot number fourteen in the second concession of Lavant.

LONSDALE AND BRIDGEWATER ROAD.

Somewhere about one mile of heavy work on the road allowance between lots 30 and 31, of the eighth concession of the township of Tyendinaga, and towards which the County of Hastings contributed \$300.

LUTTERWORTH ROAD.

A new road begun at the line between lots 5 and 6, concession 2, Lutterworth, and from thence across lots 6 and 7 to the bay at the head of Davis' Lake, and again angling through lots to the Norland Road, one and three-quarter miles.

MACKAY'S STATION AND PETEWAWA ROAD.

Two miles of a new road, and being from lot 19, concession 9, southerly to lot 25, concession 8, township of Head.

MASSANOGA BRIDGE.

The ice had moved portions of this bridge out of position making it necessary to replace and repair the structure.

MATTAWA AND CALLENDER ROAD.

The continuation of the Callender Station Road begun in the year 1884.

The work this season was on the line between concessions 5 and 6, eastward to the town line, and thence southward along the town line to the second and third concession line, and is four miles of construction.

MATTAWA AND L'AMABLE DU FOND ROAD.

Repairs from one mile west of Mattawa westerly, two and a half miles.

A bridge 100 feet long was also erected across L'Amable Creek, on the line between concessions 3 and 4 of Calvin.

The Mattawa bridge was also partially repaired at a cost of \$74.

METHUEN ROAD.

One mile of repairing over a low marshy section near "Fisher's School House," on the Chandos Road, about eight miles east of Apsley. The road itself runs north from this point.

MINDEN ROAD.

A low portion of ground between lots 13 and 14, concession 11, Snowdon, which for want of improvement made travelling difficult. Length, three-fourths of a mile.

MISSISSIPPI ROAD.

Repairs from Umpah to the junction of the Lavant Road, five miles.

About \$100 was also spent in repairing crossings which had been burnt, and otherwise clearing the road.

MISSISSIPPI AND ADD. JUNC. ROAD.

A bridge rebuilt which fire had destroyed, interrupting traffic. It is 200 feet long.

MONMOUTH ROAD.

Repaired in two sections; one from Haliburton easterly, four and a half miles; and a second from Burleigh Road westerly, three miles.

MOUNTAIN ROAD.

About four miles of repairs in the township of Brougham, from lot 4, concession 13 southerly, to lot 8, concession 8.

NORTH BAY AND TEMISCAMINGUE ROAD.

This road is now open from Lake Nipissing to the Lake Temiscamingue "Narrows," opposite the Hudson Bay Post, in the Province of Quebec.

The length made this year is sixty-eight miles, chopped, logged and cleared twelve to fifteen feet wide throughout, and can be used as a winter road.

It was begun at the boundary between Merrick and Mulock townships at the line between concessions III. and IV., and this boundary followed almost to the north or rear of the next line of townships, when, owing to lakes, a course of about N 9° W was taken and followed as nearly as practicable through to the waters which empty into the Matibidguan River, and from this point a nearly due north course was followed to the "Narrows" before mentioned.

A bridge of considerable size was built over Matibidguan River, and one constructed over the "Notch" of Montreal River has a clear span of 53 feet.

The Overseer represents the first fourteen miles of road as passing through rolling, stony land and sandy soil, while along the next eleven miles between the north branch of Jock's River and Otter Tail River the land is more level, free from stones, and the best portion through the whole road for settlement.

From Otter Tail River to Montreal River the country is, he says, unfit for settlement, and through the balance of the road the country is very hilly, and in many instances covered with pine of large growth.

Messrs. Gillies Brothers, who are lumbering on Lake Temiscamingue, gave \$1,000 in cash towards the work and which was required in addition to the Government grant to open the road to the lake.

NORTH BAY AND TROUT LAKE ROAD.

A continuation of last year's work from lot 15, concession A, Widdifield easterly, about the north shore of Trout Lake, one and a half miles to lot 11.

A second road was constructed from the first, namely, from lot 14 easterly through lots 13 and 14 to the line between concessions A and B and on to about the centre of lot 11, concession B, one mile; making two and a half miles in all.

NOSBONSING ROAD.

A road commenced last season between Lake Nipissing and Lake Nosbonsing. Two miles were built this year, leaving yet perhaps two miles unopened.

OPEONGO ROAD.

A bridge 160 feet long was built over Constant Creek on this road. It is entirely of cedar, and ought to be a serviceable and lasting structure.

OSCEOLA AND EGANVILLE ROAD.

Repairs over two and a half miles, from half a mile east of the west boundary of Bromley, towards Osceola.

PETEWAWA (4TH CON.) ROAD.

This work is between lots 4 and 9 on the concession line named, and is a mile and a quarter, built through a very rough section of land.

PETERSON ROAD.

Repaired from near Maynooth westward five miles. Some deviations were made, amounting to half a mile in length.

PETERSON BRANCH ROAD.

About six miles of repairs between Brudenel and Rockingham.

PERRAULT SETTLEMENT AND SANSON ROAD.

A new work commenced at Perrault Settlement road on the line between concessions 7 and 8 of Grattan; thence southerly between lots 20 and 21 to the fifth and sixth concession line; and from thence eastward on the last mentioned line to lot 22, a mile and a quarter cleared thirty feet wide and graded sixteen feet wide.

PERTH ROAD.

Three sections were repaired, namely: between Loughboro' Lake and Stoness' Corners, four miles; between Westport and Maberly, seven miles; and from Westport to lot 9, concession 3 of North Crosby, six miles, or seventeen miles in all. A bridge over Dead Creek, lot 3 concession 9 North Crosby, was substantially repaired.

POINT ALEXANDER AND BASS LAKE ROAD.

A road, the repairing of which has been prosecuted for some years, and now completed, making it a waggon road. Two miles improved this season.

RAGLAN ROAD.

This road is made from the town line between Carlow and Raglan at the eighth concession of Carlow, south-easterly in Raglan towards the line between lots 10 and 11 in the fourth concession, a little over three miles.

ROSS AND BROMLEY T. L. ROAD.

One mile of new road was made on this town line, the work ending at lot 16 concession 1 of Ross township.

SAINT OLA ROAD.

Improvements began on the side line between lots 20 and 21, concession 5 Limerick, and extended northerly to lot 23 in concession 8, three miles. These are a continuation of repairs commenced last year and reported with Hastings Road.

SCOTT ROAD.

Repairing a crossway nearly half a mile long which is an approach to Paudash Creek bridge.

SHEFFIELD ROAD.

Five miles of repairs from the boundary between Chandos and Sheffield northward.

SOUTH ALGONA (7TH CON.) ROAD.

This is a new road from lot 6 to lot 13, nearly two miles. The ground was low, requiring a good deal of timbering over beaver meadows to make it passable for teams.

SOUTH ALGONA (5TH CON.) ROAD.

A mile and a half between lots 24 and 30, which had been roughly chopped out before, and now properly graded.

STURGEON FALLS ROAD.

Something over two miles excellently built, beginning at the river between lots 3 and 4 of Springer and angling through lots 4 and 5 to the line between concessions 1 and 2; and thence west on the last named line to opposite lot number 8.

The abutments of the iron bridge on this road required further protection, and the wooden bridge over the second channel of the river also needed attention to guard against freshets; \$140 was therefore spent as a necessity.

VICTORIA ROAD.

Ten miles of repairs between Uphill and Victoria Station.

The County of Victoria supplemented the Government grant with \$200, and the townships of Carden, Bexley and Laxton, Digby, etc., gave each \$50, making a total of \$1,150, which was spent upon this important highway over the ten miles mentioned.

In addition to this, \$230 were allowed to build a bridge over a branch of Black Creek on the same road north of Uphill, which fire had consumed and traffic prevented in consequence.

WESTMEATH ROAD..

The grading of three miles of what was before only a winter road. It is between the eighth and ninth concessions of Westmeath, from lot 12 to lot 19.

WAUGH ROAD.

The completion of work commenced two years ago—1886. This year operations began at lot 13 concession 14, Lutterworth, and were extended southerly to lot 19 concession 10, three and a half miles. It was but a trail previously, but is now a good general road.

WELLINGTON ROAD.

Four miles of repairs from the west boundary of Wollaston easterly, including extensive repairs to Paudash Creek bridge.

WHITEFISH LAKE ROAD.

This is an old settlers' road, and had never been in good condition. It has been repaired for three miles and a half from the boundary line between the eighteenth concession of Galway and Snowden, at lot 20 of Galway easterly, along or near said boundary to lot 34 of the latter township; and again from the Buckhorn road, about eight miles south of the Monck road, westward one mile.

WICKLOW AND McCLURE TOWNSHIPS ROADS.

This work embraces three and a half miles of repairs upon the road allowance between concessions 10 and 11 of Wicklow, from the Hastings road easterly, and upon the Hastings road four miles, from about two miles and a half north of the Peterson road northward.

WIDDIFIELD ROAD

Is a new one on the line between lots 20 and 21 of Widdifield. It was made this season from the North Bay and Temiscamingue road, in concession B, through this and A and I concessions, four miles, chopped out thirty-three feet wide. It is of course a cheap road, but sufficient for its purpose until the settlers can improve it.

WILBERFORCE (18TH CON.) ROAD.

One mile of a new road from lot 16 to lot 20, and connecting with the main road in that district.

Black Creek bridge or crossway, began last year, is also completed. It is 297 feet long.

SUMMARY OF EXPENDITURE UPON COLONIZATION ROADS AND BRIDGES IN 1888.

NAME OF WORK.	Cash.	Supplies from De- partment.	Total.
	\$ c.	\$ c.	\$ c.
NORTH DIVISION.			
Basswood Lake Road	500 00		500 00
Clark's Bridge	1,050 30		1,050 30
Cockburn Island. Road	505 80		505 80
Coffin do	479 16		479 16
Coyne's do	628 77	138 75	767 52
Galbraith and Coffin do	1,442 49	59 05	1,501 54
Grand Portage do	1,059 31	137 70	1,197 01
Indian Peninsula do	870 26	20 95	891 21
Inspection do	1,501 30		1,501 30
Kaministiquia Bridge	7,718 06	665 39	8,373 45
La Cloche and Spanish River Road	500 00		500 00
Manitoulin Island. Roads	3,485 17	518 56	4,003 73
Mississaga Road	872 95	181 62	1,054 57
Mississaga Bridge	459 89		459 89
Nepigon Road	1,035 73		1,035 73
Oliver Township do	1,065 52		1,065 52
Point De Meuron Bridge	190 36		190 36
Parkinson Road	832 57	167 83	1,000 40
Prince do	204 68		204 68
Rabbit Mountain and Whitefish Lake do	3,388 49		3,388 49
Rainy River do	2,806 95	588 16	3,395 11
Rat Portage and Keewatin do	265 71		265 71
Spanish River, balance do	101 55		101 55
St. Joseph Island Roads	1,752 58	402 33	2,154 91
Thessalon Bridge	250 00		250 00
	32,967 60	2,870 34	35,837 94
WEST DIVISION.			
Ah-mic Lake, balance Bridge	301 40		301 40
Bracebridge Road	793 05	207 03	1,000 08
Brennan's, balance Bridge	66 85	135 79	202 64
Brunel Branch Road	1,063 29	138 14	1,201 43
Bridge Repairs, P.S. District. do	221 44		221 44
Christie Road	736 79	179 50	916 29
Chaffey do	969 50		969 50
Cardwell do	583 46	18 50	601 96
Deer River Bridge	486 71		486 71
Eagle Lake Road	306 63		306 63
Golden Valley do	772 39	148 96	921 35
Himsworth do	135 06		135 06
Inspection do	1,514 54		1,514 54
Junction No. 2 Road	551 67		551 67
Long Point do	402 13		402 13
Lake Shore do	200 00		200 00
Leg Lake do	414 79		414 79
Musquash Bridge	31 30		31 30
McKellar, 10th and 11th Concession Road	815 57	164 25	979 82
Monck, 15th and 16th Side Line do	805 24		805 24
Monteith and Perry do	432 21	102 14	534 35
Missionary do	488 75		488 75
Middle River Bridge	441 21		441 21
North Ryerson Road	215 30		215 30
New Jerusalem do	681 17	118 44	799 61
Northern do	684 23	120 70	804 93
North-west do	500 00		500 00
Naiscoodyong Bridge	45 09		45 09

SUMMARY OF EXPENDITURE, Etc.—*Continued.*

NAME OF WORKS.	Cash.	Supplies from Department.	Total.
WEST DIVISION.— <i>Continued.</i>			
	\$ c.	\$ c.	\$ c.
Outlet..... Bridge	300 00		300 00
Orange Valley..... Road	501 05		501 05
Parry Sound..... do	786 39	215 27	1,001 66
Peninsula..... do	300 00		300 00
Pickeral Creek..... Bridge	523 31		523 31
Poverty Bay..... Road	527 66		527 66
Ryde Centre..... do	671 03	129 32	800 35
Ryerson Centre..... do	578 03	44 05.	622 08
Rainy Lake..... do	574 27		574 27
South River, balance..... Bridge		41 17	41 17
Stisted Swamp..... Road	567 05	171 75	738 80
Scotia Junction..... do	936 04	127 32	1,063 36
Surprise Lake..... do	920 74	60 72	981 46
Strong, 30th Side Line..... do	433 13	42 63	525 76
Shawanaga..... do	500 00		500 00
Trout Creek, balance..... Bridge		3 27	3 27
Westphalia..... Road	1,708 56	326 71	2,035 27
Whitestone Valley..... do	449 72	86 86	536 58
	24,986 75	2,582 52	27,569 27
EAST DIVISION.			
Admaston, 15th and 16th Side Line..... Road	211 83		211 83
Addington..... do	687 54		687 54
Addington, South..... do	500 00		500 00
Alice "B" Line..... do	771 18		771 18
Alice 3rd Concession..... do	416 58		416 58
Alice 13th Concession..... do	201 45		201 45
Beachburg and Cobden..... do	511 58		511 58
Bear Creek..... Bridge	433 24	67 30	500 54
Bell's Rapids..... Road	318 60	16 40	335 00
Blairhampton..... do	303 18		303 18
Bobcaygeon, No. 1..... do	813 20	186 20	999 40
Bobcaygeon, No. 2..... do	372 87		372 87
Buckhorn, No. 1..... do	413 50		413 50
Buckhorn, No. 2..... do	181 00		181 00
Burleigh, No. 1..... do	808 15		808 15
Burleigh, No. 2..... do	323 38		323 38
Burnt River, balance..... Bridge	77 84		77 84
Calabogie..... do	1,000 00		1,000 00
Callender and North Bay..... Road	801 74	138 23	940 07
Carden..... do	600 15		600 15
Chandos..... do	325 88		325 88
Cobden and Eganville, balance..... do	308 48		308 48
Coe Hill..... do	322 25		322 25
Cross Lake, on account..... Bridge	300 00		300 00
Dalton, 25th and 26th Side Line..... Road	294 00		294 00
Dalton and Washago..... do	515 96		515 96
District Line, No. 1..... do	500 59		500 59
District Line, No. 2..... do	823 37		823 37
District Line, Stafford and Wilberforce..... do	401 82		401 82
Dungannon..... do	361 35		361 35
Frontenac..... do	805 93	181 15	987 08
Galway, 10th and 11th Concession..... do	309 52		309 52
Graham's..... Bridge	499 99		499 99
Griffith, 4th Concession..... Road	136 60		136 60
Hagarty, 10th and 11th Side Line..... do	509 34		509 34
Hagarty, 16th Concession..... do	315 64		315 64
Hagarty and Brudenel..... do	559 26		559 26

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

NAME OF WORKS.	Cash.	Supplies from De- partment.	Total.
EAST DIVISION.— <i>Continued.</i>	\$ c.	\$ c.	\$ c.
Haliburton Road	492 41		492 41
Harvey do	811 00		811 00
Head River Bridge	153 55		153 55
Hastings Road	1,026 70	122 12	1,148 82
Herschel and Faraday, Town Line do	400 00	128 40	528 40
Hinchinbrooke do	200 00		200 00
Hyde's Chute and Sanson do	119 75		119 75
Inspection, balance do	798 70		798 70
Inspection, on account do	1,327 25		1,327 25
Lake Township Roads	433 98	61 85	495 83
Lavant and Lavant Branch do	808 67		808 67
Lonsdale and Bridgewater do	600 00		600 00
Lutterworth do	252 75		252 75
Mackay's Station and Petewawa do	692 29		692 29
Massanoga Bridge	266 72	19 20	285 92
Mattawa and Callender Road	1,021 50		1,021 50
Mattawa and L'Amable du Fond do	973 90		973 90
Methuen do	305 07		305 07
Minden do	100 00		100 00
Miner's Bay, balance do	39 50		39 50
Mississippi do	530 48		530 48
Mississippi and Addington Junction do	150 00		150 00
Monmouth, balance do	64 30		64 30
Monmouth do	498 38		498 38
Mountain do	419 37		419 37
North Bay and Temiscamingue do	4,121 31	676 72	4,798 03
North Bay and Trout Lake do	623 68	210 64	834 32
Nosbonsing do	593 94	213 87	807 81
Opeongo do	333 50		333 50
Opeongo Road Bridge	70 00		70 00
Osceola and Eganville Road	209 75		209 75
Otter Creek, balance Bridge	159 46		159 46
Palmer Rapids, balance Road	54 59		54 59
Peterson and Stanhope Branch, balance do	35 41		35 41
Peterson do	375 27	81 78	457 05
Peterson Branch do	710 07		710 07
Perth do	865 95		865 95
Perrault Settlement and Sanson do	552 79		552 79
Petewawa, 4th Concession do	511 04		511 04
Point Alexander and Bass Lake do	600 00		600 00
Raglan do	509 29		509 29
Ross and Bromley do	511 75		511 75
Scott do	320 51		320 51
Shaw, balance do	59 50		59 50
Sheffield do	325 00		325 00
South Alcona, 5th Concession do	517 50		517 50
South Alcona, 7th Concession do	501 20		501 20
St. Ola do	268 00		268 00
Sturgeon Falls do	1,424 88	229 64	1,654 52
Victoria do	1,385 40		1,385 40
Waugh do	706 71	186 78	893 45
Wellington do	482 79	61 85	544 64
Westmeath do	508 90		508 90
Whitefish Lake do	515 85		515 85
Wicklow and McClure do	377 08	127 01	504 09
Widdifield do	657 52	149 11	806 63
Wilberforce, 18th Concession do	507 20		507 20
York River Bridge, Carlow, balance do	88 90		88 90
	49,008 00	2,858 35	51,866 35

SUMMARY OF EXPENDITURE, Etc.—*Continued.*

NAME OF WORKS.	Cash.	Supplies from De- partment.	Total.
EAST DIVISION.— <i>Continued.</i>	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>	49,008 00	2,858 35	51,866 35
LESS GRANTS FROM—			
Municipality of Bexley.....	\$ 50 00		
“ Carden.....	50 00		
“ Harvey.....	200 00		
“ Laxton and Digby.....	50 00		
“ Marmora and Lake.....	25 00		
“ Smith.....	250 00		
“ Tudor and Cashel.....	25 00		
County of Hastings.....	700 00		
“ Peterboro’.....	450 00		
“ Victoria.....	200 00		
Gillies’ Bros.....	1,000 00		3,000 00
Departmental Expenditure.....			48,866 35

RECAPITULATION.

	\$ c.	\$ c.
I. North Division.....	35,837 94	
II. West Division.....	27,569 27	
III. East Division.....	48,866 35	
Total Departmental Expenditure.....		112,273 56

HENRY SMITH,
Superintendent Colonization Roads.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1888.

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO,

FOR THE YEAR

1889.

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.



TORONTO:

PRINTED BY WARWICK & SONS, 68 AND 70 FRONT ST. WEST,
1890.

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REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO,
FOR THE YEAR 1889.

*To His Honor the Honorable SIR ALEXANDER CAMPBELL, K. C. M. G.
Lieutenant Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOR :

As required by law, I submit for the information of your Honor and the Legislative Assembly a Report for the fiscal year ending on the 31st December 1889, of the management, etc. of the Crown Lands of the Province.

CLERGY LANDS.

The area of these lands sold during the year was 1279 acres, aggregating in value \$1262.25. The amount collected on account of these and former sales was \$3,972.34. (See Appendix No. 3, page 6.)

CROWN LANDS.

The area of Crown Lands sold during the year was 53,640 acres, aggregating in value \$71,765.63. The collection on account of these and sales of former years amounted to \$66,888.54. (See appendix No. 3 page 6.)

COMMON SCHOOL LANDS.

The area of these lands sold during the year was 2 acres, aggregating in value \$80. The collection on account of these and former sales amounted to \$14,418.29. (See Appendix No. 3, page 6.)

GRAMMAR SCHOOL LANDS.

The number of acres sold during the year was 503, aggregating in value \$280.80. The collection on account of these and former sales was \$962.42. (See Appendix No. 3, page 6.)

RAILWAY LANDS.

Under "Railways Aid Act" of 1889, 52 Vic., Chap. 35, certain lands were set apart to be sold for the purpose of forming a fund to recoup the Province in respect of monies expended in aiding Railways—of these lands 2874 acres were sold aggregating in value \$5,748.50, all of which was collected. (See Appendix No. 3, page 6.)

COLLECTIONS AND REVENUE.

The total collection of this Department on account of all sources of Revenue was \$1,204,639.32. (See Appendix No. 4, page 7.)

DISBURSEMENTS.

The total disbursements of the Department on account of all services and expenditures was \$236,336.69. (See Appendix No. 6 page 9.)

WOODS AND FORRESTS.

The total collection for the year was \$1,078,598.12, which includes \$66,058.16 on account of bonuses, leaving the net collection on account of timber dues ground rent etc. to be \$1,012,539.92.

FIRE RANGING.

This service continues to give satisfaction and is more largely taken advantage of from year to year. There were few fires of importance during the past year, and it is expected all the damaged timber will be cut during this winter.

There were 75 Rangers on duty during the dangerous part of the season and the total cost of the service was \$15,468.82, one half of which is refundable by the licensees.

FISHERIES.

The reports received from Crown Land Agents, Fishery Overseers and others, leads me to believe the law was fairly well observed.

The Revenue from permits etc. was \$305.10.

The Regulations, reports of Overseers etc., will be found in Appendices No. 10 to 14 inclusive at pages 20 to 24 inclusive.

GAME LAWS.

Under the amendment to the Game Law which requires foreigners to take out permits to hunt deer, 14 permits were issued, the revenue from which amounted to \$140.

FREE GRANTS.

There were 133 townships open for settlement last year—during this year 20 townships were added in the Rainy River District.

During the year just closed 858 locations were made on 114,050 acres of land, and 84 locatees purchased 3,708 acres ; 386 patents were issued to locatees. (See Appendix No. 9, page 16.)

CROWN SURVEYS.

The following surveys of townships have been carried out during the year. In the District of Nipissing the township of Niven has been subdivided into farm lots of 100 acres each ; the townships of Beauchamp, Bryce, Hammell, Henwood, Marquis, Osborne, Pacaud, Robillard and Savard, also in the District of Nipissing, have been subdivided into farm lots of 320 acres each ; the township of Craig in the District of Algoma has been subdivided into lots for mining purposes of 320 acres each ; and the township of Scoble in the District of Thunder Bay has been subdivided into farm lots of 320 acres each. The outlines of eight townships, at the head of Lake Temiscaming, on the Upper Ottawa, have been run.

Several minor surveys have also been executed.

The particulars of the surveys, so far as the returns have been received, will be found in Appendices Nos. 18 and 19, pages 29 and 30.

The Surveyors' reports will be found in Appendices Nos. 24 to 38. Pages 37 to 52.

MUNICIPAL SURVEYS.

The Department has, during the year, issued instructions for twelve surveys on the petitions of the Municipal Councils of the townships of Barton, Etobicoke, Harwich, Nepean, Niagara, South Norwich, Pelham, Pickering, South Plantagenet Windham, Zone, the towns of Lindsay and Niagara and the Village of Tilbury Centre, and has during the year, confirmed three Municipal Surveys in the Townships of Arthur, East Wawanosh and York.

The particulars relating to these surveys will be found in Appendices 16 and 17, pages 26 to 28 inclusive.

MINERAL SURVEYS.

The General Mining Act requires that applicants, to purchase mining lands in the unsurveyed territory, shall file surveyor's plans field notes and descriptions of their mining locations in the Department before any sale is carried out. Under this Statutory Regulation a number of applicants have filed plans etc., of locations in the Districts of Algoma, Nipissing, Rainy River and Thunder Bay, and an area of 18,414 acres has been sold and patented for the sum of \$36,829.00.

The particulars relating to these surveys and sale will be found in Appendices Nos. 20 and 21, pages 31 to 33 inclusive.

COLONIZATION ROADS.

The work performed during the year was as follows :—Miles of new road constructed—138 ; Miles of road repaired—404 ; Bridges erected—18—in addition a number of Bridges were repaired. The work done was inspected and reported to be of a satisfactory character.

The total expenditures for the year is \$103,666.63 the details of which will be found in the report of the Superintendent of Roads in Appendix No. 39—pages 53 to 73.

Respectfully submitted,

A. S. HARDY,
Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1889.

APPENDICES.

APPENDIX NO. 1.

RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1889.

BRANCH.	Name	Designation.	When Appointed.	Salary per Annum.	Remarks.
	Hon. T. B. Fardee.....	Commissioner	1873, December 4	\$ c. 4,000 00	Resigned 19th Jan., 1889.
	Hon. A. S. Hardy.....	Commissioner	1889, January 19	4,000 00	
	Aubrey White.....	Assistant Commissioner.....	1882, January 1.....	2,800 00	
	George Kennedy.....	Law Clerk	1872, February 1.....	2,000 00	
	F. Yeigh.....	Shorthand Writer and Clerk	1880, March 1.....	1,200 00	
	A. Kirkwood.....	Chief Clerk	1854, March 21	1,900 00	Resigned 30th May, 1889.
	J. J. Murphy.....	Clerk in charge of Free Grants	1872, May 1.....	1,300 00	
	Julian Sale.....	Clerk	1871, August 5	900 00	
	E. F. Stow.....	Clerk	1878, March 1.....	750 00	
	John J. Kelly.....	Clerk	1888, March 19	700 00	
Free Grants and Sales.....	G. B. Kirkpatrick.....	Chief Clerk.....	1866, January 30.....	1,900 00	
	W. Revell.....	Clerk	1871, October 2	1,200 00	
	W. F. Lewis.....	Clerk	1872, February 5.....	950 00	
	J. M. Grant.....	Chief Clerk, Patents.....	1860, May 12	1,400 00	
	Pedro Alma.....	Clerk	1871, August 1.....	1,200 00	
Surveys, Patents and Roads.....	Henry Smith.....	Superintendent of Colonization Roads.....	1881, January 1.....	1,900 00	
	C. Cashman.....	Clerk	1872, September 1.....	1,150 00	
	J. H. Bradshaw.....	Clerk	1884, June 1.....	800 00	
	G. B. Cowper.....	Chief Clerks.....	1857, October 14	2,000 00	
	J. A. G. Crozier.....	Clerk	1867, December 1.....	1,350 00	
	Theo. C. Taylor.....	Clerk	1866, August 1.....	1,250 00	
	H. R. Hardy.....	Clerk	1883, November 1.....	1,000 00	
	H. E. Rudge.....	Clerk	1881, September 1.....	850 00	
	P. J. Durkin.....	Clerk	1888, October 1.....	700 00	
Woods and Forests					

APPENDIX NO. 1.—*Continued.*

Return of Officers and Clerks in the Department of Crown Lands, for the year 1889.

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
Accounts	{ D. G. Ross.	Accountant	1861, April 15	\$ 1,700 00	
	{ R. H. Browne.	Chief Clerk, Agents Returns	1862, May 14	1,400 00	
	{ C. P. Higgins	Clerk	1873, July 1	950 00	
	{ E. Leigh	Clerk	1873, December 20	850 00	
	{ J. Morphy	Registrar	1851, June 1	1,600 00	
	J. Bradshaw	Office Keeper	1852, March 27	500 00	
	A. Macdonald	Messenger	1862, May 19	550 00	
	R. Burroughes	Fireman	1868, June 1	550 00	
	D. Kinnaird	Night Watchman	1873, September	500 00	
					Resigned June 30, 1889.

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1889.

APPENDIX No. 2.

List of Crown Land Agents for the Disposal of Free Grants, 1889.

NAME.	District or County.	Date of Appointment.	Salary per Annum.	Remarks.
Anderson, D	Part of Peterborough	1870, November 21.	\$ c.	
Best, S. G.	" Parry Sound District.	1875, March 23.	500 00	
Brown, C. P.	" Algoma District.	1872, June 25.	500 00	
Cockburn, J. D.	" Nipissing District.	1884, May 21.	500 00	
Day, J. F.	" Algoma District.	1875, July 19.	500 00	
Dawson, G. W.	" Frontenac and Addington.	1882, February 17.	500 00	
Dill, J. W.	" District of Muskoka.	1888, August 1.	500 00	
Duncan, A. G.	St. Joseph Island.	1883, December 23.	200 00	
Fielding, W.	Part of Victoria.	1882, February 23.	500 00	
Gilligan, B. J.	" Nipissing District.	1884, March 26.	500 00	
Handy, E.	" Parry Sound District.	1879, January 3.	500 00	
Kennedy, J. D.	" Renfrew.	1885, October 30.	500 00	
Mackay, T.	" Parry Sound District.	1881, December 5.	500 00	
Macpherson, R.	" Frontenac.	1871, July 18.	500 00	
Margach, W.	" Thunder Bay District.	1886, August 31.	250 00	
McDonald, D. G.	" Algoma District.	1888, December 3.	500 00	
Nichols, W. L.	" Algoma District.	1886, August 27.	500 00	
Reeves, J.	" Nipissing District.	1872, February 12.	£00 00	
Ruttan, J. F.	" Thunder Bay District.	1889, May 16.	400 00	
Ryan, T. J.	" Algoma District.	1888, June 15.	500 00	
Scarlett, J. S.	" Parry Sound District.	1880, June 17.	500 00	
Stewart, C. R.	" Hastings and Peterborough.	1882, May 1.	500 00	
Tait, J. R.	" Hastings.	1869, May 28.	500 00	
Whelan, J.	" Renfrew.	1884, September 19.	500 00	

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1889.

APPENDIX NO. 3.

STATEMENT of Land Sold, Amount of Sales and Amount of Collections for the year 1889.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		\$ c.	\$ c.
Crown Lands	53,640	71,765 63	66,888 54
Clergy Lands	1,279½	1,262 25	3,972 34
Common School Lands	2	80 00	14,418 29
Grammar School Lands	503	280 80	962 42
Railway Lands.....	2,874¼	5,748 50	5,748 50
Total	58,288¾	79,137 18	91,990 09

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1889.

APPENDIX NO. 4.

STATEMENT of the Gross Revenue of the Department of Crown Lands for the year 1889.

SERVICE.	\$ c.	\$ c.
<i>Land Collections :</i>		
Railway Lands.....	5,748 50	
Crown Lands.....	66,888 54	
Clergy Lands.....	3,972 34	
Common School Lands.....	14,418 29	
Grammar School Lands.....	962 42	
Rent.....	200 00	
In Suspense.....	22,722 95	
		114,913 04
<i>Woods and Forests :</i>		
Timber Dues.....	947,883 41	
Ground Rent.....	64,656 55	
Bonus.....	66,058 16	
		1,078,598 12
Casual Fees.....	358 59	
Surveyors' Fees.....	176 50	
Fishing License Fees.....	305 10	
Hunting License Fees.....	140 00	
		980 19
<i>Expenditure Refunds :</i>		
Forest Fire Prevention.....	6,802 55	
Destitute Settlers.....	304 27	
Settlers' Homestead.....	100 00	
Inspection.....	57 10	
Colonization Roads.....	1,394 49	
Surveys.....	1,489 56	
		10,147 97
		1,204,639 32

D. GEO. ROSS,
Accountant.AUBREY WHITE,
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1889.

APPENDIX NO. 5.

STATEMENT of the Receipts of the Department of Crown Lands which are considered as Special Funds, 1889.

SERVICE.	\$ c.	\$ c.
<i>Clergy Lands:</i>		
Principal.....	2,195 16	
Interest	1,777 18	
		3,972 34
<i>Common School Lands:</i>		
Principal.....	5,776 26	
Interest	8,642 03	
		14,418 29
<i>Grammar School Lands:</i>		
Principal.....	545 90	
Interest	416 52	
		962 42
		19,353 05

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1888.

APPENDIX No. 6.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1889.

SERVICE.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
<i>Salaries—Land.</i>			
Anderson, D.	500 00		
Best, S. G.	500 00		
Brown, C. P.	500 00		
Cockburn, J. D.	500 00		
Dawson, G. W.	500 00		
Dill, J. W.	500 00		
Day, J. F.	500 00		
Duncan, A. G.	200 00		
Fielding, W.	500 00		
Gilligan, B. J.	500 00		
Handy, E.	500 00		
Kennedy, J. D.	500 00		
Macdonald, D. G.	538 88		
Mackay, T.	500 00		
Macpherson, R.	500 00		
Nichols, W. L.	500 00		
Reeves, J.	500 00		
Ruttan, J. F.	250 00		
Ryan, T. J.	500 00		
Scarlett, J. S.	500 00		
Stewart, C. R.	500 00		
Tait, J. R.	500 00		
Whalen, J.	500 00		
		10,988 88	
<i>Salaries—Timber.</i>			
Barnes, Geo.	450 00		
Campbell, P. C.	1,600 00		
Margach, W.	1,600 00		
Macdonald, D. F.	1,600 00		
Macdonald, W. J.	875 00		
Darby, E. J., Clerk.	425 00		
Mackay, Jno.	400 00		
Nicholson, B., Clerk.	112 50		
Munro, H.	750 00		
McWilliams, J. B.	2,000 00		
Tassé, D.	100 00		
Way, J. F.	840 00		
		10,752 50	
<i>Salaries—Fisheries.</i>			
Flanagan, W.	50 00		
Moore, F. J.	50 00		
Willmott, J. H.	50 00		
		150 00	
<i>Agents' Disbursements.</i>			
Anderson, D.	19 58		
Best, S. G.	33 50		
Brown, C. P.	10 00		
Campbell, P. C.	496 50		
Cockburn, J. D.	24 22		
Dawson, G. W.	17 43		
Dill, J. W.	33 84		
Duncan, A. G.	9 17		
Fielding, W.	5 16		
Handy, E.	26 88		
Kennedy, J. D.	5 75		
Mackay, T.	19 15		
Mackay, John.	310 09		
Macpherson, R.	12 90		
Carried forward			

APPENDIX No. 6—Continued.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1889.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			
<i>Agents' Disbursements—Continued.</i>			
Macdonald, D. F.	51 49		
Macdonald, W. J.	1,449 83		
Macdonald, D. G.	7 48		
McWilliams, J. B.	285 74		
Moore, F. J.	42 36		
Munro, Hugh	500 00		
Nichols, W. L.	19 65		
Poupore, J.	10 33		
Reeves, J.	3 50		
Ryan, T. J.	18 90		
Scarlett, J. S.	27 49		
Stewart, C. R.	13 79		
Tait, J. R.	10 70		
Whalen, J.	7 57		
Way, J. F.	80 50		
Willmott, J. H.	38 65		
		3,592 15	
<i>Miscellaneous.</i>			
Cameron, A. J., inspection.....	37 00		
Cowper, G. B., travelling expenses	31 60		
Carpenter, W. H., investigating disputed claims, Rainy River	264 50		
Crozier, J. A. G., travelling expenses.....	32 45		
Kirkpatrick, G. B., do	27 50		
Kirkpatrick, G. B., investigating disputed claims, Rat			
Portage	675 00		
Nickerson, W., inspection.....	12 00		
Martin, T. S., do	10 00		
Ryan, W. H., do	22 00		
Stewart, E., survey Whitefish Reserve	823 96		
Stewart, Hugh, investigating disputed claims, Rainy River	733 75		
Stewart, E., inspection.....	10 00		
Sheppard, J., do	10 00		
Taylor, T. C., do	176 00		
do removal expenses.....	35 20		
White, Aubrey, travelling expenses.....	136 75		
		3,037 71	
<i>Wood Ranging and Inspection of Timber Lands.</i>			
Barnes, Geo	758 49		
Bick, Geo	1,158 21		
Brady, Jno	805 00		
Brennan, P.	725 00		
Brooks, A.	520 00		
Christie, P. C.	457 74		
Coville, Jno	144 00		
Crawford, A. C.	100 00		
Cunningham, J.	655 50		
Dulmage, A. F.	505 00		
Foote, W. E.	292 00		
Fraser, D.	930 00		
Halliday, J.	787 00		
Halliday, F.	1,293 25		
Johnson, S. M.	1,658 71		
Kennedy, Jno	1,070 82		
Ludgate, T.	1,249 55		
Margach, W.	3,282 44		
Moore, D. H.	1,143 82		
McGown, T.	775 85		
McGown, W.	1,554 91		
<i>Carried forward</i>			28,521 24

APPENDIX No. 6—Continued.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1889.

SERVICES.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			
<i>Wood Ranging and Inspection of Timber Lands—Continued.</i>			
McCogherty P.		1,018 50	
McSherry, P.		519 20	
Paget, Geo.		1,457 00	
Robinson, W.		100 00	
Regan, J.		971 41	
Russell, W.		1,718 86	
Saunders, J. B.		24 50	
Smith, J. W.		1,131 00	
Shaw, Jos.		1,485 15	
Stewart, H.		98 25	
Turgeon, J. B.		700 00	
White, J. B.		575 00	
			29,666 16
<i>Fire Ranging.</i>			
Assaut, T.		126 00	
Billingham, S.		113 00	
Bromley, T.		131 00	
Bowland, W.		234 00	
Bremner, W.		180 00	
Bell, J.		248 00	
Blanchet, O.		160 00	
Borron, E.		246 00	
Conway, J.		200 00	
Coghlan, J.		262 00	
Cochrane, J.		353 00	
Clarke, J. S.		149 25	
Duford, I.		385 87	
Donally, R. S.		336 00	
Donnelly, P.		431 50	
Evans, J.		238 00	
Elmhurst, W.		255 00	
Elliott, W.		174 00	
Flanagan, W.		328 00	
Garvey, P.		457 12	
Gagne, F.		122 00	
Green, W. H.		86 00	
Galna, J.		16 25	
Hawden, F.		262 00	
Haley, C.		262 00	
Harvey, A.		172 00	
Henderson, C.		196 00	
Johnson, R. W.		206 00	
Johnston, W.		131 00	
Johnson, E.		212 00	
Laselle, H.		176 00	
Lavendière, F.		138 00	
Link, A.		204 00	
Majean, A.		174 00	
Mitchell, J. C.		172 00	
Maves, A.		104 00	
Maves, W.		362 00	
Morrison, W.		100 00	
Marshall, W.		171 00	
McGown, W.		36 00	
McNab, W. C.		268 00	
McFarlane, J.		186 00	
McFarland, W.		25 00	
McBrian, H.		236 00	
<i>Carried forward</i>			

APPENDIX No. 6—Continued.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1889.

SERVICES.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>						
<i>Fire Ranging—Continued.</i>						
McQuey, D			473	37		
McDonald, A			406	49		
McKinnon, R			208	00		
McPhee, A			172	00		
McCallum, A			212	00		
McKay, A			196	00		
O'Neil, A. J.			104	00		
Oram, J.			262	00		
Oakes, M.			210	00		
Penault, W. H.			131	00		
Porter, J.			130	00		
Prince, A			263	00		
Ritchie, A. W.			68	00		
Reilly, M. M.			214	00		
Robertson, J.			184	00		
Robinson, W.			206	00		
Streatfield, L.			292	00		
Skuce, T.			517	50		
Sage, N.			94	00		
Sedgewick, J.			164	00		
Shiels, J. A.			243	50		
Scantlin, J.			114	47		
Thompson, F. H.			300	00		
Vannier, N.			168	00		
Vankoughnet, J.			40	00		
Welsh, J.			262	00		
Woods, R.			172	00		
Wilson, C.			262	00		
Wilcox, G.			120	00		
Wilcox, T.			8	00		
Young, W.			264	50		
Refunds					15,468	82
Colonization Roads					13,018	15
Surveys					105,047	52
Board of Surveyors					34,540	01
					364	00
<i>Contingencies.</i>						
Printing and binding			1,086	43		
Stationery			1,988	78		
Postage and Telegraphing			1,270	25		
Officekeeper			500	00		
Messenger			550	00		
Firemen			769	00		
Nightwatchman			500	00		
Subscriptions and advertising			2,252	27		
Sundries			776	06		
					9,692	79
					236,336	69

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1889.

APPENDIX No. 7.

WOODS AND FORESTS.

STATEMENT of Revenue collected during the year ending 31st of December, 1889.

	\$	c.	\$	c.
Amount of Ottawa collections.....	386,397	24		
“ “ “ at Quebec.....	43,714	49		
			380,111	73
Amount of Belleville District collections.....	158,306	11		
			158,306	11
Amount of Western Timber District collections at Department	486,165	25		
“ “ “ “ “ at Quebec	54,015	03		
			540,180	28
Total			1,078,598	12

AUBREY WHITE,
Assistant Commissioner.

G. B. COWPER,
Chief Clerk in charge.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1889.

APPENDIX
WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

AGENCIES.	QUANTITIES AND						
	Area covered by Timber Licenses.	SAW LOGS.				SQUARE	
		White Pine.		Other.		White Pine.	
	Square Miles.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
Ottawa Timber District.....	6,547	1,982,878	237,664,827	15,445	1,426,606	33,868	1,754,382
Belleville Timber District.....	1,489½	1,418,946	123,272,526	18,012	1,297,480	304	18,006
Western Timber District.....	9,190½	3,400,484	364,790,280	11,344	944,027	52,059	2,887,367
Total	17,226½	6,802,308	725,727,633	44,801	3,668,113	86,231	4,659,755

GENERAL STATEMENT OF

AGENCIES.	Hemlock.		Cordwood.		Pile Timber.	Telegraph Poles.	Traverses.	Lineal Cedar.
	Pieces.	Feet.	Hard Cords.	Soft Cords.	Feet B. M.	No.	Pieces.	Feet.
Ottawa Timber District.....	12	8,326	740	583	.....	2,380	450	32,876
Belleville Timber District.....	.....	.....	.....	.....	.....	.....	.....	53,742
Western Timber District.....	.....	.....	.....	1,739	37,360	.....	.....	17,441
Total	12	8,326	740	2,322	37,360	2,380	450	104,059

G. B. COWPER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
Toronto, 31st December, 1889.

No. 8.

FORESTS.

Rent and Bonus during the year ending 31st of December, 1889.

DESCRIPTION OF TIMBER.

TIMBER.		Boom and Dimension Timber.		Ash, Elm, Maple and Basswood.		Oak.		Tamarac.		Railway Ties.
Red Pine.										
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces	Feet.	Pieces.
9,860	356,787	63,855	10,880,424	{ B. 29 A. 174 E. 27	{ 1,005 4,773 861	31	1,476	24	1,015	123,616
.....	.....	13,640	2,930,096	.....	.....					18,947
1,030	43,327	82,437	18,189,717	{ A. 77 E. 21 M. 3	{ 2,351 927 127	.....	.....	1	36	436,638
10,890	400,114	159,932	32,000,237	{ A. 251 B. 29 E. 48 M. 3	{ 7,124 1,005 1,788 127					31	1,476	25	1,051	579,201

TIMBER, Etc.—Continued.

Cedar Posts.	Bolts.	Spars.		AMOUNTS ACCRUED.				
				Interest, Trespass, etc.	Timber Dues.	Ground Rent.	Bonus.	Total.
Cords.	Cords.	Pieces.	Feet.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
870	481	5	1,200	1,066 92	295,087 88	21,998 90	.....	318,153 70
674	107	.....	.....	108 84	128,212 43	4,870 00	.....	133,191 27
.....	3,253	.....	.....	11,056 34	478,742 76	32,561 60	66,058 16	588,418 86
1,544	3,841	6	1,200	12,232 10	902,043 07	59,430 50	66,058 16	1,039,763 83

AUBREY WHITE,
Assistant Commissioner.

APPENDIX
WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

AGENCIES.	QUANTITIES AND						
	Area covered by Timber Licenses.	SAW LOGS.				SQUARE	
		White Pine.		Other.		White Pine.	
		Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
Ottawa Timber District.....	6,547	1,982,878	237,664,827	15,445	1,426,606	33,868	1,754,382
Belleville Timber District.....	1,489½	1,418,946	123,272,526	18,012	1,297,480	304	18,006
Western Timber District.....	9,190½	3,400,484	364,790,280	11,344	944,027	52,059	2,887,367
Total	17,226½	6,802,308	725,727,633	44,801	3,668,113	86,231	4,659,755

GENERAL STATEMENT OF

AGENCIES.	Hemlock.		Cordwood.		Pile Timber.	Telegraph Poles.	Traverses.	Lineal Cedar.
	Pieces.	Feet.	Hard Cords.	Soft Cords.	Feet B. M.	No.	Pieces.	Feet.
Ottawa Timber District.....	12	8,326	740	583	.....	2,380	450	32,876
Belleville Timber District.....	.....	.....	.....	.....	.....	.....	.....	53,742
Western Timber District.....	.....	.....	.....	1,739	37,360	.....	.....	17,441
Total	12	8,326	740	2,322	37,360	2,380	450	104,059

G. B. COWPER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
Toronto, 31st December, 1889.

No. 8.

FORESTS.

Rent and Bonus during the year ending 31st of December, 1889.

DESCRIPTION OF TIMBER.

TIMBER.		Boom and Dimension Timber.		Ash, Elm, Maple and Basswood.		Oak.		Tamarac.		Railway Ties.
Red Pine.										
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces	Feet.	Pieces.
9,860	356,787	63,855	10,880,424	{ B. 29 A. 174 E. 27	{ 1,005 4,773 861	31	1,476	24	1,015	123,616
.....	.....	13,640	2,930,096	.....	.....					18,947
1,030	43,327	82,437	18,189,717	{ A. 77 E. 21 M. 3	{ 2,351 927 127	.....	.....	1	36	436,638
10,890	400,114	159,932	32,000,237	{ A. 251 B. 29 E. 48 M. 3	{ 7,124 1,005 1,788 127					31	1,476	25	1,051	579,201

TIMBER, ETC.—Continued.

Cedar Posts.	Bolts.	Spars.		AMOUNTS ACCRUED.				
				Interest, Trespass, etc.	Timber Dues.	Ground Rent.	Bonus.	Total.
Cords.	Cords.	Pieces.	Feet.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
870	481	5	1,200	1,066 92	295,087 88	21,998 90	.....	318,153 70
674	107	.....	.....	108 84	128,212 43	4,870 00	.....	133,191 27
.....	3,253	.....	.....	11,056 34	478,742 76	32,561 60	66,058 16	588,418 86
1,544	3,841	6	1,200	12,232 10	902,043 07	59,430 50	66,058 16	1,039,763 83

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 9.

RETURN of the number of locatees and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of the settlement duties, and of patents issued under the Free Grants and Homesteads Act during the year 1889.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of per- sons located.	Number of acres located.	Number of pur- chasers.	Number of acres sold.	Number of lots of which have been cancelled.	Number of patents issued.
Baxter.....	Muskoka	J. W. Dill, Bracebridge.	13	1538				
Brunel.....			4	668			1	3
Chaffey.....			9	1070			12	4
Draper.....			6	863	1	23	8	2
Franklin.....			12	1161	2	134	11	2
Macaulay.....			2	200			2	2
Medora.....			6	370	2	97	9	5
Monck.....								
Morrison.....			8	840	1	25	3	1
Muskoka.....					1	100		1
McLean.....			6	540				
Oakley.....			6	571			1	5
Ridout.....								2
Ryde.....			9	1129			10	1
Sinclair.....			3	440	1	28	3	5
Sherborne.....								
Stephenson.....			10	1121			7	3
Stisted.....			3	412				
Watt.....			6	571	1	96	5	3
Wood.....			8	915	1	11	13	1
Cardwell.....	Parry Sound	Mrs. T. Mackay, Parry Sound.	13	2049				
Carling.....			7	985			11	3
Christie.....			1	99			10	4
Ferguson.....			1	200	1	57	1	3
Foley.....			4	461	1	66	2	1
Hagerman.....								3
Humphry.....			13	1746			15	7
Monteth.....							3	5
McConkey.....			1	100				
McDougall.....			3	447				1
McKenzie.....			1	98			3	1
McKellar.....			2	200			2	5
Shawanaga.....			1	109				3
Wilson.....			3	321				

APPENDIX No. 9—Continued.

RETURN of the number of locates and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots of which have been cancelled.	Number of patents issued.
Abinger	Addington.	G. W. Dawson, Plevna.	13	1993	3	11	4	2
Denbigh	do		34	4058	12	131	19	4
Canonto, South	Frontenac		1	100			2	2
do North	do							
Clarendon	do		25	3094			19	11
Miller	do	Jas. Reeves, Eganville.	13	1835			5	2
Palmerston	do		3	393	1	1	2	4
Algona, North			2	112	2	51	1	
do South			6	800	2	200	3	9
Brougham			8	990	1	6	4	2
Grattan		John Whelan, Brudenell.	5	732	4	46	1	11
Hagarty	Renfrew		15	1811			12	5
Richards								
Wilberforce			3	447			2	9
Brudenell		J. D. Kennedy, Pembroke	4	528			7	2
Griffith			2	150	1	97	1	3
Lyndoch			2	228	1	3		1
Matawatchan			9	956			3	2
Radcliffe	Renfrew		1	54				1
Raglan		J. D. Kennedy, Pembroke	21	2754			3	3
Sebastopol			3	287			1	1
Sherwood			4	587				1
Alice			7	707			4	3
Buchanan			2	292	2	153	3	2
Fraser		J. D. Kennedy, Pembroke			1	8		2
Head			1	108				
Maria	Renfrew		14	1829	2	2	13	2
McKay			3	354	2	12		
Petewawa			1	100	2	170	4	1
Ralph			1	85				
Wylie								
Cameron								

APPENDIX No 10.

FISHERY OVERSEERS,

UNDER THE ONTARIO FISHERIES ACT.

NAME.	DISTRICT.	POST OFFICE ADDRESS.	SALARY.
Newton Flanagan	River Nepigon, Lake Nepigon and adjacent waters.....	Nepigon	\$50 00
John H. Willmott	District of Muskoka	Beaumaris.....	50 00
Francis James Moore.	County of Victoria, County of Peterborough and Provisional County of Haliburton	Lakefield.....	50 00
Norman Clark.....	County of Lanark and all those parts of the Counties of Frontenac and Addington lying north of the southerly limits of the Townships of Bedford, Hinchinbrooke and Sheffield	Mississippi Station.....	50 00
John J. Little.....	District bounded on the west by the east limit of the Garden River Indian Reserve produced north from the north-east angle thereof, and on the east by the east limit of the Township of Long produced north ..	Day Mills.....	50 00
Samuel R. McKewen	Manitoulin Island	Tehkummah.....	50 00
Benjamin McDermott.....	District of Parry Sound	Sundridge	50 00
Robert R. Smith	County of Renfrew.....	Eganville	50 00

A. KIRKWOOD,
Chief Clerk in charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1889.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 11.

NEPIGON, Ont., 13th December, 1889.

SIR,—I have the honour to respectfully submit for your consideration my annual report as Fishery Overseer of the Lake and River Nepigon District.

Fishing for pleasure with fly and hook and line have been the only methods practiced here during the past season. No netting or other illegal means of procuring fish have been resorted to. In this connection I have no complaints to make, nor has any infringement of the fishery laws been brought to my notice.

The River Nepigon was throughout the season in very fair condition for fly fishing the water being low and remarkably clear. Any quantity of fish was in the stream, still complaints were made that the trout would not rise readily to the fly. Many fine catches, however, were made and large fish taken.

Not so many anglers visited the Nepigon the past season as during the previous year, owing in a great measure to the exorbitant charges made during 1888, by the Indians and half-breeds, who act as guides and boatmen. This great objection was, however, much mitigated during the past season by having men brought in from other localities.

The sum of three hundred and sixty-five dollars (\$365) was received for special permits issued, all of which has been transmitted to your department along with statements, permit books, etc.

I have the honour to be, Sir,

Your very obedient servant,

(Signed) NEWTON FLANAGAN,
Fishery Overseer.

To the Honourable,

The COMMISSIONER OF CROWN LANDS,

Toronto.

APPENDIX No. 12.

BEAUMARIS, 23rd December, 1889.

SIR,—I have the honour to submit to you my annual report respecting the fisheries in the district over which I am overseer.

During the past season anglers have met with fair success, although there have been complaints of the scarcity of bass; this is accounted for by the fact that this variety of fish have certain feeding grounds and never leave such localities, consequently portions of the lakes are fished out, whereas in other portions, not frequented by anglers, the supply is as good as ever. Should Lakes Muskoka, Rosseau and Joseph be restocked, which is strongly urged by many persons, a judicious distribution of the "Fry" would be necessary.

The law relative to sawdust and mill rubbish is as a rule well observed, only two cases of violation having come under my notice during the past season, and the parties at my request immediately took steps to stop the nuisance.

Netting as a rule is not practiced, but I regret to say that parties encourage it, by buying fish which they know have been netted.

I would respectfully again call your attention to the close season for salmon trout, viz. :—1st to 30th November. The close season for this district should certainly be a month earlier for this variety of fish, as this fall they were at the height of spawning about the 8th October, and were over by the 20th of that month. The Indians place the spawning season for this fish at the full moon of October, and by personal observation for some years past, this has been the time at which they were at the height of spawning.

At the request of several parties on Trading Lake, I procured a quantity of whitefish spawn, and forwarded it to Baysville for distribution in the lake. Residents also on the shores of Mary Lake are anxious to have some deposited in that lake, for this purpose I intend procuring some next fall. As whitefish is one of the staple fish of Ontario, I think it advisable to distribute it as much as possible.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

JOHN H. WILLMOTT,

Fishery Overseer.

The Honourable,

The COMMISSIONER OF CROWN LANDS,

Toronto.

APPENDIX No. 13.

LAKEFIELD, Ont., December 31st, 1889.

SIR,—I have the honour to submit for your consideration my annual report of the the fisheries in the district of which I am overseer, viz. :—Counties of Peterboro', Victoria and Haliburton.

During the past season fishing has been exceedingly good. Trolling with spoon, and rod and line, are the only means used for taking fish. The law has been tolerably well observed. I have succeeded in putting down the use of snares to a great extent. I have prosecuted several parties for illegal fishing which will be found in my report of convictions, and have forwarded to your department \$3.50 for fines. During the season I have collected for 37 permits issued to Americans \$37, which has been duly forwarded to your department,

I beg to suggest that the following changes be made in the law as regards this district.

That the price of permits to foreigners be \$5. The only way that I can collect for permits is to personally visit the parties. They seem to think that \$1 for permission to fish means nothing, and unless made to understand that they will be prosecuted unless they obtain permits, will pay no attention to the law and use the argument that if your government meant them to pay for permits, it would make the charges something worth collecting.

That the close season for salmon be from 15th October to 30th of November, for the reason that these fish spawn between those dates in the waters of this district. During the summer and fall I visited officially the waters of this district. To properly look after the fisheries in this district would require all my time, during the close season,

and at midsummer, to collect for permits when foreigners are visiting these waters. I am creditably informed that Americans shipped large quantities of bass and maskilongé to the States during the summer and fall. I have done all possible to put down illegal fishing with as little expense as possible.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

F. J. MOORE,
Fishery Overseer.

To the Honourable,

The COMMISSIONER OF CROWN LANDS,
Toronto.

APPENDIX NO. 14.

COPY OF AN ORDER-IN-COUNCIL, APPROVED BY HIS HONOUR THE LIEUTENANT-GOVERNOR,
THE 26TH DAY OF MAY, A. D. 1887.

Upon the recommendation of the Honourable the Commissioner of Crown Lands, the Committee of Council advise, that the accompanying regulations under the "Ontario Fisheries Act, 1885," be approved of and established by Your Honour.

Certified,

J. LONSDALE CAPRÉOL,

Assistant Clerk Executive Council,

The Honourable

Ontario.

THE COMMISSIONER OF CROWN LANDS.

The Commissioner of Crown Lands has the honour to recommend to the Executive Council that the following regulations be made under "The Ontario Fisheries Act, 1885," namely:—

1. That leases granted for the purpose of conveying the fishing rights pertaining to public lands adjoining the rivers, streams and lakes of the Province, shall be for the depth of one chain inland from the water's edge.

2. Such leases shall be granted as far as practicable to responsible parties, able and willing to improve the lakes and rivers and guard them well. Applicants having in view the personal use and enjoyment of the fishing rights to be generally preferred to such as may offer higher rents with a view to farming or sub-letting the right to fish. Care to be taken that residents in the Province be allowed to enjoy a due proportion of the fishing rights.

3. That the valuation of the lands for rent shall be based on the character and condition of the rivers, streams and lakes which they adjoin, as made known to the Department of Crown lands by reports of official inspectors or private individuals, all such reports to be considered confidential, and not to be communicated to other parties without the express authorization of the Commissioner of Crown lands. Offers made by applicants for leases not to be communicated to other applicants.

4. That leases of lands made and granted under the provisions of "The Ontario Fisheries Act" shall not be held to convey the right to work any mine that may be found on such lands, or to cut any timber thereon.

5. That licenses and permits to fish shall be granted upon the payment in advance of such fees as the Commissioner of Crown Lands may from time to time determine, and shall be valid until the close of the angling season of the year in which it is granted.

6. That excessive or wasteful fishing, or killing of fish, shall involve the cancellation of the lease, license or permit covering the waters in which it has taken place.

7. That it be obligatory upon any person who has no domicile in the Province of Ontario, and who desires to fish in the rivers, streams or lakes under the control of the Province, to procure a permit or license to that effect from the Commissioner of Crown Lands before beginning to fish.

8. That no person shall, except under authority of a fishery lease, fishing license, or permit, fish for, catch or kill any fish in any inland lake, river or stream adjoining the ungranted lands of the Province.

9. That no person shall, without lawful authority, fish for, catch or kill, by any device or means, any fish during their spawning time, or disturb or destroy their spawn or spawning-beds.

10. That it shall not be lawful to fish for, catch, or kill, brook trout, salmon trout, white fish, bass, pike, pickerel, maskinongé, tulibee, grayling, herring, or perch, in any inland lake, river or stream under the control of the Province, by any device or means other than by hook and line or angling, except in waters leased or licensed for the express purpose of net fishing.

11. That it shall not be lawful to use any explosives, or chemical material, or compound, for the purpose of killing or catching fish.

12. That fishing by torch-light, or other artificial light, placed in or above the water, is prohibited.

13. That no person shall fish for, catch, kill, buy, sell, or have in possession, any fish at times when the taking or killing of fish is prohibited by lawful authority.

14. That parties holding leases under the provisions of "The Ontario Fisheries Act" shall not have any recourse against the Government of the Province for any hindrance to their use and enjoyment of the fishing rights pertaining to the lands leased, by the operation of any law enacted or that may be hereafter enacted by the Parliament of Canada, or by any action of the Government of Canada, or any person employed thereunder.

15. It shall not be lawful to use or set in any of the inland rivers, streams or water courses within the Province, any net, rack, trap, weir, or obstruction for the purpose of catching fish, or whereby the free passage of fish up and down the same may be obstructed or prevented.

16. The catching, killing, or molesting of fish when passing or attempting to pass through any fishway or fish-pass, or in surmounting any obstacle or leaps, the use of any invention to catch, kill, or molest fish in the mill-heads and water-courses appurtenant thereto, are hereby forbidden.

17. It shall not be lawful to put into any waters in any inland river, stream or lake in the Province where fish are taken, any offal, blood, putrid brine, putrid fish, or other deleterious substance; and all fish, offal, or filth of any description whatsoever accruing from the catching and curing of fish, shall be burned or buried twenty yards distant from the water's edge of said river, stream or lake.

Close Seasons.

It shall not be lawful to fish for, catch, kill, or have in possession :

Speckled Trout, between the 15th September and 1st May.

Pickerel (doré), between the 15th April and 15th May.

Bass and maskinongé, between the 15th April and 15th June.

White fish and salmon trout, between the 1st November and 30th November.

ARTHUR S. HARDY,
Commissioner of Crown Lands.

APPENDIX NO 15.

STATEMENT of the number of letters received and mailed by the Department in 1887, 1888 and 1889.

YEARS.	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.	Transferred to other Departments.	Totals.	Names Indexed.	Enclosures.	Orders in Council.	Returned—not called for at address.	Mailed from the Department.
1887	7,427	1,112	2,031	3,059	2,585	9	16,173	2,100	31,000	17	21	21,250
1888	7,548	1,040	2,248	3,160	2,373	10	16,379	2,300	33,000	21	12	18,272
1889	6,757	926	2,600	3,621	2,353	8	16,257	2,30	33,000	20	27	20,135

JOHN MORPHY,
Registrar.
Toronto, December 31st, 1889.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX. No. 16.

STATEMENT of Municipal Surveys for which Instructions were issued during the year 1889.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	F. F. Passmore.....	558	27th April, 1889	To survey lots numbers 14 and 15 in the 4th Concession of the Township of Barton and to plant durable monuments at the north-west angle of lot number 14 and at the north-east angle of lot number 15 in said Concession.	
2	T. Harry Jones	559	21st June, 1889	To survey that part of the town line between the Townships of Windham and South Norwich opposite the 6th Concession of Windham, and to plant stone monuments at the angles of the 6th Concession marking the westerly limit of said township, and also at the corresponding corners of any concession lines in South Norwich abutting thereon, marking the easterly limit of said township.	
3	J. B. Lewis	560	22nd June, 1889.	To survey lots numbers 10 to 23 inclusive on the lines between the 14th and 15th Concessions and between the 16th and 17th Concessions of the Township of South Plantagenet, and to plant durable monuments at the angles of the lots on said concession lines as the same were originally planted.	
4	Coad & Robertson.....	561	3rd July, 1889.	To survey the base line across the 4th Concession of the Township of Zone and to plant durable monuments to define the same.	
5	Coad & Robertson	562	3rd July, 1889	To survey Canal Street, in the Village of Tilbury Centre, and to plant durable monuments, one at the south-west angle of lot number 1, corner of Queen and Canal Streets, Stewart's survey, another at the north-west angle of lot number 1, corner of Queen and Canal Streets, Carlen survey north, another at the north-east angle of an unnumbered lot in Stewart and Marshall survey at the east end of said Canal Street, and a fourth at the east end of said Canal Street on the north side of said street opposite said unnumbered lot	
6	Augustine McDonell	563	4th July, 1889	To survey the road allowance between lots numbers 18 and 19 in the 2nd Concession, west of the communication road, in the Township of Harwich, and to plant stone or other durable monuments at the front and rear angles of said lots,	

7	George Ross	564	7th October, 1889.....	To survey the road allowance between lots numbers 11 and 12 in the 2nd Concession of the Township of Pelham and to plant stone or other durable monuments at the north-west and south-west angles of said lot number 11, and at the north-east and south-east angles of said lot number 12.
8	W. E. Yarnold	565	7th October, 1889.....	To survey lots numbers 7 and 8 in the 8th Concession of the Township of Pickering and to plant cut stone or other durable monuments at the front and rear angles of said lots.
9	Arthur M. Bowman	566	8th October, 1889.....	To survey certain concessions, ranges and blocks in the Town of Lindsay and to plant stone monuments at the angles of certain streets in the said Town of Lindsay.
10	George Gibson.....	567	28th October, 1889.....	To survey the westerly boundary of the Town of Niagara, the same being the boundary between the municipalities of the Town and Township of Niagara, and to mark said line by permanent stone or iron monuments.
11	P. S. Gibson	568	19th November, 1889....	To survey a part of the original road allowance in the Township of Etobicoke, locally known as Stock's side road, said part extending from its intersection with the Lake-shore road near the mouth of the River Humber, westerly as far as the road allowance between the 3rd and 4th Ranges of the King's Mill Reserve in said township, and to define the same by stone or other durable monuments.
12	John Stewart	569	19th November, 1889....	To survey that part of the concession line between the 4th and 5th Concessions in the Rideau Front of the Township of Nepean opposite lots numbers 1 to 10 inclusive, and also part of the concession line between the 2nd and 3rd Concessions in the said Rideau Front opposite lots numbers 21 to 35 inclusive, and to plant stone or iron monuments in such positions as will show the true location of the allowance for road between the above concessions opposite above named lots.

GEORGE B. KIRKPATRICK, P.L.S.

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1889.

AUBREY WHITE,

Assistant Commissioner.

APPENDIX No. 17.

STATEMENT of Municipal Surveys confirmed during the year 1889.

No.	Name of Surveyor.	No.	Date of Instruction.	Description of Survey.	Date when confirmed.
1	F. F. Pasmore	546	24th January, 1888.....	To survey the concession line or side road line along the southerly limit of lot number 1 in the 2nd concession, west of Yonge Street, in the township of York, and to mark it by permanent stone or iron boundaries.....	13th May, 1889.
2	H. B. Proudfoot	544	2nd June, 1887.....	To survey lots numbers 28 and 29 in the 3rd and 4th concessions of the township of East Wawanosh, and to plant durable monuments at the front and rear angles thereof	15th November, 1889.
3	C. J. Wheelock	550	25th April, 1888.	To survey that part of the blind line between the 7th and 8th concessions of Arthur forming the westerly limit of lots numbers 15 and 16 in the said 7th concession and the rear line of lots numbers 16, 17 and 18 in the 8th concession, and to plant stone monuments along said blind line.....	23rd December, 1889.

GEORGE B. KIRKPATRICK, P.L.S.

Chief Clerk in Charge.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT of CROWN LANDS,
TORONTO, 31st December, 1889

APPENDIX No. 18.

STATEMENT of Crown Land Surveys in progress and amounts advanced up to date during the year 1889.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Advanced.
1	31st May, 1887.	Joseph DeGurse.....	Township of Garson.....	\$ Nil.
2	20th May, 1888.	Isaac L. Bowman.....	" Hess.....	800 00
3	29th May, 1888.	Joseph DeGurse.....	" Craig.....	1,000 00
4	31st May, 1889.	J. W. Fitzgerald.....	" Niven.....	3,200 00
5	11th June, 1889.	E. J. Rambooth.....	" Marquis.....	1,475 00
6	11th June, 1889.	Jas. S. Laird.....	" Peneud.....	1,500 00
7	11th June, 1889.	H. DeQ. Sewell.....	" Scoble.....	1,200 00
8	18th June, 1889.	H. DeQ. Sewell.....	Re-survey of part of the township of Paipoonge.....	500 00
9	8th August, 1889.	B. J. Saunders.....	Township of Robillard.....	1,600 00
10		M. J. Butler.....	Re-survey of Kennebec.....	150 00
11		J. F. Whitson.....	Timber limits in Rainy River District.....	100 00
12		James Dickson.....	Inspection of Surveys, 1889 ..	900 00
			The Copp Clark Company for township maps	500 00
				\$12,925 00

GEORGE B. KIRKPATRICK, P.L.S.

Chief Clerk in Charge.

AUBREY WHITE,
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1889.

APPENDIX No. 19.

STATEMENT of Crown Land Surveys completed and closed during the year 1889.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Paid.	No. of Acres.
1	1st May, 1888	Russell & Co.	Survey in connection with trespass on Rainy Lake.	\$	
2	22nd May, 1888	Thomas Byrne.	Township of Dickson	216 25	51,328
3	28th May, 1888	Alex. Baird	" Notman	692 96	23,021
4	28th May, 1888	D. L. Sanderson.	" Chamberlain	612 17	22,969
5	29th May, 1888	J. M. Tiernan.	" Dack	207 69	23,074
6	29th May, 1888	Jas. Dickson	Inspection of Surveys, 1888.	515 18	
7	4th September, 1888	William Bell	Outlines of Timber Berths, Algoma District.	426 16	
8	8th February, 1889	B. J. Saunders	Islands in Rideau Lake.	719 77	
9	17th May, 1889	Alexander Niven	Outlines of Townships near head of Lake Temiscamingue (120 miles).	783 82	
10	11th June, 1889	J. K. McLean.	Township of Savard.	3,600 00	23,021
11	11th June, 1889	A. W. Campbell.	" Bryce	1,611 47	23,012
12	11th June, 1889	Frank Purvis	" Henwood	1,621 41	23,163
13	11th June, 1889	H. B. Pondfoot.	" Beauchamp	1,614 34	23,062
14	11th June, 1889	W. R. Burke	" Osborne	1,594 67	22,781
15	12th September, 1889	J. J. McKenna	" Hannell	1,616 65	23,096
16		James Dickson	Inspection of water privileges at Sault Ste. Marie.	333 50	
17		David Beatty	As Commissioner in Kennebec	520 25	
18		Elihu Stewart.	Establishing corners of streets in the townplot of Carrington	150 00	
19		F. L. Foster.	Survey of claims at Rat Portage.	1,626 38	
20		Chas. Unwin.	Drawing Maps	270 00	
21			12th February, 1889, copy of plan of Toronto Marsh.	20 00	
			10th June, 1889, Alfred Barlow, two tracings of Lake Temiscamingue region	15 00	
			29th October, 1889, Department of Interior, 492 Maps of Townships in Rainy River District		
			17th December, 1889, Jas. Foster, Optician, one Solar Compass.	123 00	
			The Copp Clark Co., Maps of Province, Townships, etc	300 25	
			Map & School Supply Co., mounting Maps	677 00	
			J. L. Morris, Litho Maps of Pembroke	130 25	
				6 00	
				\$21,615 01	258,526

GEORGE B. KIRKPATRICK, P.L.S.,

Chief Clerk in Charge.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1889.

APPENDIX No. 20.

STATEMENT of Mineral Lands which have been patented in Unsurveyed Territory in the District of Rainy River during the year 1889.

No.	No. of Description.	PATENTEE.	Designation of Mining Lands.	Acres.	Amount.	Date of Patent.
R. R. 19	Jacob H. Henesy	Mining Location, 246P, on Lake-of-the-Woods.....	97	\$	194	2nd April, 1889.
" 20	S. V. Halstead <i>et al.</i>	" 82V, south-east of Tache Station, on the C. P. Railway.....	80		160	2nd April, 1889.
" 21	William J. Franks.....	" X 90, on Lake-of-the-Woods	336		672	18th April, 1889.
" 22	Alexander Rankin.....	" 258P, on Lake-of-the-Woods	50		100	29th April, 1889.
" 23	Harding Rideout	" X 21, north of Hudson's Bay Block, Rat Portage	160		320	29th April. 1889.
" 24	John T. Howe and John McKellar....	" Locations, 21E, 22E, 23E, 24E, 25E, 26E, 27E, on Atic-Okan River	501		1,002	7th May, 1889.
" 25	Richard R. Paulison.....	" " R210, on Ottertrack Lake; Hunter's Island.	61		122	25th May, 1889.
" 26	James McCahill <i>et al.</i>	" " 170E, 171P, 181P, 182P, 183P, on Rainy Lake.	1,222		2,444	7th June, 1889.
" 28	William Young.....	" Location, 221P, Pine Portage Bay, Lake of the Woods.	48		97	11th October, 1889.
" 29	Oswald Montgomery <i>et al.</i>	" " 259P, N. E. of the Town of Rat Portage	47		94	16th November, 1889.
			2,602		\$5,205	

AUBREY WHITE,

Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1889.

APPENDIX No. 21.

STATEMENT of Mineral Lands which have been patented in Unsurveyed Territory in the Districts of Thunder Bay, Algoma and Nipissing during the year 1889.

No.	No. of Description.	PATENTEE.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
1	2341	Frederick T. Sibley	Mining Location, R 258, west of the Township of Strange.	80	\$ 160	15th January, 1889.
2	2343	Greene Pack	" " 147, east end of Arrow Lake.	51	102	18th January, 1889.
3	2348	Alice Dickinson	" " 80E, in the unsurveyed portion of the Township of Dorion.	80	160	5th February, 1889.
4	2352	J. B. Klock, R. A. Klock and E. B. Haycock	" " Locations, 3, 4, 5, 6, on the Tamagamingue branch of the Montreal River	394	788	8th February, 1889.
5	2354	Richard R. Paulson	" " 32x, 33x, west of the Township of Strange	240	480	14th February, 1889.
6	2356	The Wahnapitae Mining Company	" " Location, F 3, south side of Lake Wahnapitae.	163	326	21st February, 1889.
7	2360	Maria McCutcheon, J. C. Vivian and A. G. Grover	" " 48x, south of the Township of Paipoonge.	80	160	13th March, 1889.
8	2361	Charles R. Gehl	" " R 325, west of the Township of Strange.	80	160	16th March, 1889.
9	2364	James Moiles	" " parts of Islands adjacent, Lake Huron.	272	544	1st April, 1889.
10	2369	Herbert N. Nichols	Mining Locations, R 349 and R 350, north-west end of Whitefish Lake	254	508	12th April, 1889.
11	2372	Richard R. Paulson	" " 52x, 53x, 54x, 55x, 56x, 57x, on Sand River, west of the Township of Strange	782	1564	16th April, 1889.
12	2373	Richard R. Paulson	" " 36x, 45x, 46x, Little Gull Lake.	496	992	16th April, 1889.
13	2374	Richard R. Paulson	" " 38x, 39x, 40x, 41x, 42x, 43x, 44x, west of the Township of Strange.	1303	2606	16th April, 1889.
14	2375	Richard R. Paulson	" " 34x, 35x, 37x, west of the Township of Strange	746	1492	16th April, 1889.
15	2376	Richard R. Paulson	" " 47x, 48x, 49x, 50x, south-east of Little Gull Lake.	493	986	16th April, 1889.
16	2377	Richard R. Paulson	" " Location, 51x, north-west of Little Gull Lake.	160	320	16th April, 1889.
17	2380	Richard R. Paulson	" " R 277, north shore of Arrow Lake.	33	66	26th April, 1889.
18	2381	Richard R. Paulson	" " R 346, north-east of Sand Lake.	80	160	27th April, 1889.
19	2385	Albert F. Olmsted.	" " 46x, south of the Township of Gillies	80	160	11th May, 1889.
20	2386	Thomas H. Hulbert	" " R 213, north-west of Whitefish Lake.	80	160	27th May, 1889.
21	2387	Richard R. Paulson	" " Locations, 58x, 59x, 60x, 61x, 62x, on North Lake, north-west of Arrow Lake	719	1438	26th May, 1889.
22	2388	Richard R. Paulson	" " Location, 86x, north of Arrow Lake.	160	320	27th May, 1889.
23	2389	Richard R. Paulson	" " R 326, north of Arrow Lake.	80	160	27th May, 1889.
24	2390	Richard R. Paulson	" " 85x, north of Arrow Lake.	80	160	27th May, 1889.
25	2391	Richard R. Paulson	" " Locations, 78x, 80x, 81x, south-west of Kawcaaw Lake, north of Arrow Lake	477	954	27th May, 1889.
26	2392	Richard R. Paulson	" " 75x, 76x, 77x, 79x, north of Arrow Lake	539	1078	27th May, 1889.

3 (N. 1.)	Description.	PATENTEE.	Designation of Mining Tract.	Acres.	Amount. \$	Date of Patent.
27	2393	Richard R. Paulson	Mining Locations, 82x, 83x, 84x, on Cawcaw Lake, north of Arrow Lake	507	1014	27th May, 1889.
28	2394	Richard R. Paulson	" 63x, 64x, 65x, 66x, north-west of Arrow Lake	561	1122	27th May, 1889.
29	2395	Richard R. Paulson	" 67x, 68x, 70x, 71x, north-west of Arrow Lake.	477	954	27th May, 1889.
30	2396	Richard R. Paulson	" 72x, 73x, 74x, south of Lake Addie, north of Arrow Lake	667	1334	27th May, 1889.
31	2400	Charles M. Parkhurst	" R 320, R 321, north of Arrow Lake	160	320	7th June, 1889.
32	2402	Roderick R. Macfarlane	" R 398, on east shore of Black Bay	305	610	15th June, 1889.
33	2405	Edward L. Toomey	" R 392, south-east of Whitefish Lake	80	160	4th July, 1889.
34	2406	The Spanish River Lumber Company	" 7x, 8x, on Alrd Island, Lake Huron	395	790	26th June, 1889.
35	2415	Herbert N. Nichols	" R 385, R 386, west of the Township of Strange	182	364	10th July, 1889.
36	2417	Marshall T. Getchell	" R 278, east of and adjoining the Township of Gillies	80	160	10th July, 1889.
37	2441	Andrew G. Ross	" R 347, west of the Township of Strange	62	124	20th September, 1889.
38	2442	Hugh Dunfield	" 201x, south of the Township of Lybster	80	160	26th September, 1889.
39	2443	Isaac F. Toms	" 9x, south of the Township of May	160	320	26th September, 1889.
40	2444	Jas. Symon, W. Montgomery and T. Hall	" 98x, in the unsurveyed portion of Conmee	80	160	26th September, 1889.
41	2448	Andrew G. Ross	" R 353, south of the Township of Strange	81	162	10th October, 1889.
42	2449	Isaac F. Toms	" W 8, south of the Township of May	80	160	17th October, 1889.
43	2451	John Drouillard	" 96x, 98x, north of Arrow Lake	719	1438	11th October, 1889.
44	2452	John Drouillard	" 129x, north of Arrow Lake	160	320	11th October, 1889.
45	2453	John Drouillard	" 190x, north of Arrow Lake	320	640	11th October, 1889.
46	2454	John Thomas Power	" 87x, 88x, north-east of North Lake	220	440	12th October, 1889.
47	2455	John Thomas Power	" 89x, 90x, north-west of Arrow Lake	500	1000	11th October, 1889.
48	2456	John Thomas Power	" 91x, 92x, north of Arrow Lake	638	1276	12th October, 1889.
49	2457	John Thomas Power	" 93x, 94x, north of Arrow Lake	545	1090	12th October, 1889.
50	2459	R. McConnell and John B. Hall	" W 1, W 2, W 3, in Townships 49 and 57 Nipissing	364	728	21st October, 1889.
51	2460	William B. McArthur	" R 351, west of the Township of Strange	85	170	21st October, 1889.
52	2461	Wallie D. Middaugh	" R 300, on Arrow Lake	61	122	21st October, 1889.
53	2462	Edgar J. Jarvis	" W 7, in Township 58, District of Nipissing	80	160	21st October, 1889.
54	2470	James Walsh	" 10x, in the Township of McKinnon	161	322	14th November, 1889.
				15812	\$31624	

GEORGE B. KIRKPATRIOK, P.L.S., Chief Clerk in Charge.

AUBREY WHITE, Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1889.

APPENDIX No. 22.

STATEMENT OF PATENTS ISSUED BY THE PATENTS BRANCH DURING THE YEAR 1889.

Crown Lands	272
School "	76
Mining "	139
Public " (late Clergy Reserve).....	34
Free Grant Lands A. A.	105
" " under Act of 1880	234
Rainy River "	11
License of occupation	1
Total	872

AUBREY WHITE,
Assistant Commissioner.

JOHN M. GRANT,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1889.

APPENDIX No. 23.

STATEMENT OF THE NAMES OF CANDIDATES WHO HAVE PASSED THEIR EXAMINATIONS BEFORE THE BOARD OF EXAMINERS OF LAND SURVEYORS FOR ONTARIO DURING THE YEAR 1889.

PRELIMINARY CANDIDATES PASSED.

John Drummond Anderson.
Leander Meyer Bowman.
Thomas Alexander Harvey.
William Charles Perceval Heathcote.

Walter Francis O'Hara.
George Alexander Sharpe.
John Watson.
Murdoch John McLennan.

FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

David Benjamin Brown
Alfred John Cameron.
Recard Watson De Morest.
Robert Thornton Johnson.
Edward Charles Steele.
John Absalom Wilde.

Frederick William Farncomb.
George Walter McFarlen, Graduate School
of Practical Science.
John Harrison Moore, Graduate School of
Practical Science.
Charles Hugh Wallace, B.A., B.E., T.C.D.

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of April and November, in every year, unless such Monday be a holiday (in which case they shall meet on the day next thereafter, not being a holiday). Section 6, Chapter 152, Revised Statutes of Ontario of 1887.

PRELIMINARY EXAMINATION.

All persons, with the exception of Graduates of the Royal Military College at Kingston, and of the Ontario School of Practical Science, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects: Penmanship, Orthography, Fractions, Decimals, Square Root, Logarithms, Algebra (including Equations to the first degree, Euclid (first four books), Plane Trigonometry, the Rules for Spherical Trigonometry, Mensuration of Superficies, the use of Ruling Pen and construction of Plain and Comparative Scales.

FINAL EXAMINATION.

Final Candidates, before obtaining a License to practice, undergo a strict and searching examination before the Board of Examiners in the following subjects, viz.: Geometry, including the first six books of Euclid (with the exception of the last thirteen propositions of the Fifth Book); Algebra, including Progressions, Plane and Spherical Trigonometry,

Mensuration of Superficies ; Laying out and dividing up of Land ; Descriptions by metes and bounds for Deeds and other Documents ; the Use and Adjustment of Surveying and Levelling Instruments : the laying out of Curves ; Practical Astronomy, including finding of time, latitude, longitude, Azimuth, Variation of the Compass, and drawing Meridian lines ; the Acts relating to the Survey of Lands in Ontario, the general Mining Act, the Registry Act (so far as it refers to Plans), the Municipal Acts (so far as they relate to Roads, Surveys and Drainage), the Ditches and Water Courses Act ; the Theory and Practice of Levelling ; the Principles of Evidence ; Drawing of Affidavits ; Taking of Field Notes and Preparing Plans ; the Rudiments of Geology and Mineralogy, and the Sufficiency of their Surveying Instruments.

AUBREY WHITE,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO. December 31st, 1889.

SURVEYOR'S REPORTS.

(Appendix No. 24.)

DISTRICT OF NIPISSING,

TOWNSHIP OF DACK.

TILBURY CENTRE, ONTARIO,
February 5th, 1889.

SIR.—I have the honour to submit the following report of the survey made by me of the township of Dack, in the district of Nipissing, in accordance with instructions received from your office bearing date the 31st day of May, 1888.

I started from Toronto on the 11th day of August, *via* the Northern and North-Western Railway, to North Bay, thence by the Canadian Pacific Railway to Mattawa; here I procured men and supplies and started up the Ottawa River and Lake Temiscamingue, by way of the Lake Temiscamingue Colonization Company's steamers and tramways, to Baie des Peres, and I procured a small steamer here to take us up to North Temiscamingue and also up the Blanche River about twenty five miles. We then proceeded up the river and its south branch in an eight-oared boat, to the east boundary of the township of Dack. I then retraced said boundary south, to Provincial Land Surveyor Niven's post, planted in front of the second concession, and commenced the actual survey of the township from this point.

I ran the concession lines and side lines as directed in the instructions; as the weather was very wet and cloudy at nights, I did not get an observation of Polaris until night of the 30th day of August.

There are about one-half of the township *brulé*, which is growing up with underbrush of poplar, tamarac, spruce, balsam, willow and birch, as shown on the timber plan. The principal timber in the green bush is tamarac, spruce, balsam, balm of gilead and birch, with a few white pine, varying in diameter from six inches to two feet.

There is about three-fourths of the township well adapted for agricultural purposes as the greater part of the soil is clay and clay loam, of an excellent quality, with a small portion of sandy soil mixed with clay in the swamps and along the flats of a large creek, which enters the township about the centre of concession one, lot number twelve, and runs in a north-easterly direction across lots numbers twelve, eleven, ten, nine, eight and seven, and enters the south branch of the Blanche River in the fourth concession.

The south branch of Blanche River enters the township in lot number twelve in the fourth concession, and flows in an easterly direction crossing the east boundary of the township in the north part of the third concession. There are eleven falls on the river across the township, varying from five to thirty feet, which makes it very inconvenient for canoeing and packing in supplies. There is also a log jam in the river, four or five chains in length, on lot number five, concession number four. The average width of the river is about one and a half chains.

The township would be very easily drained as there are numerous small spring creeks running through it, and also quite a number of water courses which are dry at the present time; all of which have a natural incline toward the river.

There were no minerals of any commercial value met with in the township. The principal kind of rock is gneissoid, which abounds chiefly in the south-east and eastern portions of the township.

Accompanying this report are plans and field notes of the township, which I trust you will find satisfactory.

I have the honour to be, Sir,
Your obedient servant,

JOS. M. TIERNAN,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 25.)

DISTRICT OF NIPISSING.

TOWNSHIP OF NOTMAN.

LEAMINGTON, ONTARIO,
December 29th, 1888.

SIR.—I have the honour to report that I have, in compliance with instructions dated the 29th day of May, 1888, made a survey of the township of Notman in the district of Nipissing. I proceeded from here by railway to the village of North Bay, situated on the Canadian Pacific Railway, and from thence by wagon along the colonization road northward to the north-east angle of the township of Merrick, from which point I walked the balance of the way along the north boundary of this township to the stake at its north-west angle, which was to be the starting point of my survey. Having there obtained an observation of Polaris, I proceeded and laid out the township of Notman, as directed in my instructions, running the lines for the front of the several concessions due west astronomically, and the side lines between the alternate lots due north astronomically.

The land throughout this township, although generally undulating and stony, may be termed level, as but very few large hills or high elevations were found, and road making will not be difficult.

The soil is of a light sandy nature, and where not interspersed too thickly with stones and rocks is adapted for agricultural purposes.

Rock crops out in only a few places and is generally found along the shores of the lakes in the township and is known as the granite or gneiss rock.

The timber throughout the township is balsam, spruce, tamarac, hemlock, cedar, birch, hard maple and pine. The latter is found scattered over nearly the entire township and is of a good merchantable quality, and can be readily floated during the spring freshets through the creeks and lakes to the railway.

No indications of minerals were found in the township, and the disturbance of the magnetic needle was but slight during the survey.

Indications of the existence of bear, moose deer and beaver were seen in the township, but no animals were seen during the survey.

No fish of large size inhabit the waters of the lakes and creeks throughout the township.

Accompanying you will find field notes and plans, etc., of this survey, which I trust you will find correct and meet with your approval.

I have the honour to be, Sir,
Your obedient servant,

ALEXANDER BAIRD,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 26.)

DISTRICT OF NIPISSING.

TOWNSHIP OF ROBILLARD.

BROCKVILLE, ONTARIO,

January 2nd, 1890.

SIR.—I have the honor to submit the following report of the survey of the township of Robillard in the district of Nipissing, in accordance with instructions from your department, bearing date the 8th day of August, 1889.

I proceeded to Mattawa on 27th August, thence by Lake Temiscamingue Col. Co's steamers and railway to Gordon Creek, where I engaged the steamer "Dora" to take myself and party to the head of Lake Temiscamingue and up the Blanche River as far as navigation would permit at that late season of the year. We succeeded in getting up about twenty-five miles from the head of the lake with the steamer, when recourse was had to our six-oared boat and canoes. After some slight difficulty in the rapids of the south branch of the Blanche River we reached the foot of the "Big Portage," near the east boundary of the township of Dack, on the 2nd day of September. Our six-oared boat was left here. By noon on the 4th day of September we arrived with all our supplies at the east boundary of the township of Robillard and camped on the south side of the river Blanche (south branch).

The work of subdividing the township was commenced by running the different concession lines west from the east boundary, according to instructions. The lines in front of concessions three and five and those between lots four and five and eight and nine were made bases for their respective adjoining lines.

Owing to continued rainy and cloudy weather during the greater portion of the survey I was unable to check my work by astronomical observations as often as I desired, and in consequence, to obviate errors, I started nearly all the lines from the south and west boundaries as well as from the east.

The south branch of the Blanche River, in the form of a long, narrow lake, enters the township at the west boundary in concession number five, flows south-easterly across concessions numbers five, four and three, then back to concession number four, in which concession it leaves the township at the east boundary. It has a width varying from one and a half to thirty chains, and a depth of twenty-five to fifty feet. It has neither rapids or any perceptible current during its passage through the township, and is free from all obstructions. Its waters are dark but clear, and, unlike the main Blanche River, are free from floating mud.

It abounds with fish, doré and pike being the most plentiful. The shores are densely wooded to the water's edge.

There are two other lakes in the township, both of which are of small area. They lie in concessions numbers one and two. Their waters flow to the Blanche River.

The whole township is well watered by numerous creeks, as will be seen by reference to the plan. The water from most of these flows directly to the Blanche River.

That portion of the township to the north of the river consists of level and undulating country, with good clay soil throughout. The level portions are generally swampy. There are no hills of greater elevation than fifty feet. That portion to the south of the river is more broken and rocky, especially in the south-westerly part of the township, with rocky hills along the south shore of the river one hundred and fifty to two hundred feet high.

The timber consists chiefly of spruce, balsam, tamarac, cedar, birch, poplar and pitch pine, with some merchantable white pine in the south portions and along the Blanche River.

There is also a large tract of *brûlé* extending across the whole northern portion of the township.

Moose are very plentiful, as also are beaver and otter.

I consider at least seventy-five per cent. of the township, as far as soil is concerned, to be adapted to agricultural purposes.

No economic minerals were met with.

The average magnetic declination was $7^{\circ} 20'$ west, although the needle was subject to fluctuations varying from 4° west to 11° west.

Accompanying this report will be found field notes, plans, accounts, etc.

I have the honour to be, Sir,
Your obedient servant,

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

B. J. SAUNDERS,
Provincial Land Surveyor.

(Appendix No. 27.)

DISTRICT OF NIPISSING.

TOWNSHIP OF OSBORNE.

INGERSOLL, ONTARIO,
November 13th, 1889.

SIR.—I have the honour to report that I have completed the sub-division survey of the township of Osborne, according to your instructions dated the 31st day of May, 1889.

I secured men and provisions, etc., at North Bay and proceeded to my township from North Bay *via* the North Bay and Temiscamingue road.

The greater part of the township is flat or very gently undulating, the only hills of any consequence being in the south-east corner. The soil is sandy and rather rocky but in some places is well adapted for agricultural purposes.

There are several small lakes in the south and east. The largest, about two and a half miles long, is called Jocko Lake, and is the source of the Jocko River or Creek. This creek flows in a north-easterly direction, and is about two chains wide as it leaves the lake but gradually becomes narrower and swifter until it crosses to the eastern boundary of the township; there it is not more than seventy or seventy-five links wide.

There are two other creeks of some importance, one flowing from the north-west corner and entering the Jocko River near the north end of the lake. The other flows south-easterly from a lake on the north boundary, about a mile and a half from the north-east angle, and entering the Jocko River near the east boundary of the township.

There is a belt of green timber all along the westerly side of the township, but the rest of the township, except the south-east corner, has been burned some years ago and is now covered with small poplar and cherry. The green woods are chiefly birch, balsam, tamarac and spruce, with a few scattered pines.

In the north-west corner is a very long tamarac and spruce swamp, but the timber is not large. The Government road to Lake Temiscamingue crosses the township in a northwesterly direction, entering near the south-east corner, and makes the township easily reached by settlers. There is one settler where the road crosses the Jocko River, but his clearance is quite small.

The mile posts planted on my south boundary correspond with those planted for the north boundary of the township of Stewart, so no jogs occur. The township of Hammell, to the west of me, was not surveyed when I finished my work, so I am unable to give the jogs that the posts planted for that township might make with the concession posts on my west boundary. I saw no valuable mineral.

The general magnetic variation is $7^{\circ}, 22'$ west.

I have the honour to be, Sir,
Your obedient servant,

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

W. R. BURKE,
Provincial Land Surveyor.

(Appendix No. 23.)

DISTRICT OF NIPISSING.

TOWNSHIP OF SAVARD.

ELORA, ONTARIO,

November 11th, 1889.

SIR.—I have the honour herewith to submit to you the following report on the township of Savard in the district of Nipissing, surveyed by me this season in conformity with your instructions.

Proceeding from Mattawa, where I procured supplies, by steamer and railway to the head of Lake Temiscamingue, I there procured a small steamer by which I was enabled (the water being high) to go about thirty miles up the Blanche River; or about three miles above the junction of the west branch with the main river. Thence, by canoes and portages, I reached a point on the north boundary of the township of Chamberlain, four miles east of the north-east corner of the township of Savard.

I found it tedious work getting supplies moved from this point and distributed through the township.

The concession lines I ran west from the posts planted by Provincial Land Surveyor Niven, and the side lines as instructed.

The township is almost entirely drained by Blanche Creek (a branch of Blanche River) and its tributaries. This creek enters in lot number five, concession number one, running due almost north to the line between concessions numbers two and three; thence in an easterly direction, crosses the east boundary, and enters the township of Chamberlain in the third concession. It is about forty links in width, with an average depth of about four feet and without any falls or rapids.

The greater portion of concessions numbers one, two and three are timbered with large balsam, spruce, tamarac, poplar, and balm of Gilead. Some of the two last are exceedingly large, running sixty feet without limbs. The spruce and tamarac are also of good size, being from eighteen inches to two feet in diameter.

The balance of the township now consists of *brûlé*, grown up with poplar and birch on the high lands and tamarac and spruce on the low lands. A heavy growth of alder underbrush covers almost the entire surface.

Except concession number six and a portion of concession number five, this township is well adapted for agricultural purposes, the soil being clay or clay loam; in fact, I should say eighty-five per cent. would be good agricultural land.

Judging from crops at the head of Lake Temiscamingue this portion of the district of Nipissing should present a good field for settlers. At that place I saw wheat nearly five feet high ripening nicely. Potatoes also were a fine crop, in fact as good specimens were seen there as I have seen in any part of Ontario.

I have the honour to be, Sir,
Your obedient servant,

J. K. McLEAN,

Provincial Land Surveyor.

Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 29.)

DISTRICT OF NIPISSING.

TOWNSHIP OF HENWOOD.

EGANVILLE, ONTARIO,

November 11th, 1889.

SIR.—In accordance with instructions, dated the 11th day of June, 1889, to sub-divide the township of Henwood, in the district of Nipissing, into farm lots of three hundred and twenty acres each, I beg to report having done the same in strict conformity with said instructions, and herewith hand in plans and field notes, trusting the same will meet with your approval.

My route to the work was *via* Lake Temiscamingue by steamer, up Wahbee Creek with canoes, to the line between concessions numbers one and two, township of Kerns; thence by portage westerly, along said concession line, six miles, to the east boundary of the township of Henwood.

Although the southern portion of the township of Henwood is somewhat stony and broken by rocky ridges, running in a northerly and southerly direction, I consider fully seventy five per cent. (75 per cent.) of the township good arable land and capable of sustaining a large population, the soil being mostly clay loam of excellent quality. Some of the pitch pine lands and a few of the swamps are sandy, but the area of the sand is small in comparison to the whole.

The timber is principally spruce, tamarac, white birch, whitewood and pine. The rocky ridges in the south are covered with a dense growth of scrubby pitch pine of no commercial value, while scattered white, red and pitch pine of good quality are to be found on the eastern, central and northern portions of the township.

Considering the good facilities for getting timber to market, the creeks being well adapted for driving saw-logs, the township of Henwood will eventually form the centre of a limit of considerable value.

The rock formation is that usually found in that district.

Game was abundant, especially bear, moose and cariboo.

Unlimited water of good quality can be found almost anywhere throughout the township.

All doubts as to climate of that portion of Ontario were dispelled by a visit to Mr. C. C. Farr's garden, Lake Temiscamingue, south shore, on my way down. The garden contained everything that a well ordered garden in a civilized country should. I found in it as good vegetables as ever I saw, except at fairs. Mr. Farr told me he had no trouble in ripening melons, tomatoes, celery, in fact, everything usually grown in a garden in northern Ontario. He has a small orchard planted which also appears to be doing well.

The more one sees of the Lake Temiscamingue country the more its advantages become apparent, and I do not think it takes much of a prophet to predict a bright and prosperous future for it.

I have the honour to be, Sir,

Your obedient servant,

FRANK PURVIS,
Provincial Land Surveyor.

Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 30.)

DISTRICT OF NIPISSING.

TOWNSHIP OF HAMMELL.

DURLIN, ONTARIO,

December 19th, 1889.

SIR.—I have the honour to submit the following report on the township of Hammell, surveyed by me in conformity with your instructions dated the 12th day of September, 1889.

I proceeded by rail to North Bay, thence by the Government road through the township of Widdifield, and so on to the south boundary of the township of Osborne by wagons. Thence west along this boundary, carrying my supplies five and one-half miles, to the south-east angle of the township of Hammell, the west boundary of the township of Osborne having been recently surveyed.

I commenced my survey at the south-east angle of the township, as directed by the instructions, brushing out and measuring along the northern boundary of the township of Notman as the front of my first concession, and making the lots forty chains in width, to the line between lots numbers four and five. Here an observation of Polaris was obtained on the night of the 29th September, and the line between these lots runs north astronomically to the north boundary of the township, making this a base line.

The survey was then carried on to completion, the concession lines being run east and west and the side lines north and south astronomically, and the lots laid out forty chains in width by eighty chains in depth.

The north boundary was run west astronomically from the post at the north-west angle of the township of Osborne, and the west boundary north astronomically from the post at the north-west angle of the township of Notman.

Observations were taken as the work progressed the details of which will be found in the field notes.

This township contains about fifty per cent. of farming land, the soil of which is a sandy loam. In some places it is comparatively free from stone and in others very stony, while the granite frequently comes to the surface. Although a number of quartz veins were seen no traces of minerals were observed.

The township is comparatively level, lying as it does on the water shed between the Sturgeon and Ottawa Rivers, the north-west portion of the township draining into the latter and the remainder of the township into the former. Spruce Lake is the head waters of the Tomoko River, a branch of the Sturgeon River.

The lakes in this township are numerous, as will be seen by the plan. They are fine sheets of water containing the usual kinds of fish, and the one on the south boundary (Ka-o-tis-nim-i-go-wang) containing salmon trout.

The timber is of mixed variety. There is considerable white pine around most of the lakes and scattered more or less over the township, the largest and best being through the south-east portion of the township.

The streams connecting the lakes are of fair size and fit for driving purposes.

There are blocks of maple and birch almost exclusively, and flats of spruce, tamarac and cedar. The usual fur-bearing animals are comparatively plentiful, and the township is overrun with moose deer, their trails being crossed in all directions.

Accompanying this report are field notes, plan of survey, timber plan and account.

I have the honour to be, Sir,
Your obedient servant,

J. J. McKENNA,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 31.)

DISTRICT OF NIPISSING.

TOWNSHIP OF NIVEN.

PETERBORO', ONTARIO,

December 20th, 1889.

SIR.—I have the honour to submit herewith the field notes and plan of survey of the township of Niven, in the district of Nipissing, performed under your instructions dated the 31st day of May 1889.

As might be expected the township in its chief features is very similar to the townships already surveyed in this vicinity, viz.: more or less rocky, broken and undulating, with patches of soil and swampy land interspersed.

With the exception of some four thousand acres (4,000 acres) in the south-west corner, the township was some twenty years ago overrun by fire which spread through a large portion of this country.

A growth of white birch, poplar and other kinds of wood grew up in the burnt places, which, in turn, also became a prey to fire in the summer of 1888. So that now nothing remains of the former woods save the debris of dead and charred pine, fallen and standing, above the burnt growth of young wood.

During the past forty years, with, I understood, little intermission, lumbering operations have been carried on in the north part of the township, under various managements, but this season I hear will be the last.

All that part of the township lying north of concession line number eight and nine is very broken and rocky.

On the north-east shore of White Partridge Lake may be found about five hundred acres of sandy land scattered over a larger area. At the outlet of the lake about sixty acres have been used for cropping and pasturage by the owners of the limits.

There is a good dwelling house, at present occupied, and five or six outbuildings on the farm.

In past years hay, oats, and root crops have been grown for supplying the shanties. This year a very fine crop of potatoes was grown on a few acres, the remainder of the farm being used for pasturage of horses and cattle.

White Partridge Creek flows out here, first in a north-easterly direction, then a little west of north, into the Petawawa River, crossing the north boundary in lot number twenty-six. It has been used for the passage of logs, and it is still used for the carriage of those taken out south of the lake.

The south west corner of the township, referred to, is covered chiefly with a rather dense growth of white and red pine which has been but partially cut out. It will average about sixteen inches in diameter but is not to be considered of the best quality.

This timber will be driven by the Bonnechere River which takes its rise in the adjacent vicinity. The river after meandering easterly through the southern concessions flows out of the township finally, crossing the south boundary at the line between lots numbers eleven and twelve.

The stream varies in width from thirty links to one chain, and in depth from one to five feet, about two feet over the greater part in ordinary seasons. There are several short rapids and light falls on its way through the township but tolerably long stretches of even flow are not infrequent. It is being largely improved this season by the limit holders, Messrs. McLaughlin Bros.

That part of the township east of side line, between lots numbers twenty-five and twenty-six, and south of concession line numbers eight and nine, contains some very fair land, though somewhat stony in places. It is of a rolling character and at points broken

by rounded hills of sand, clay and gravel, upon which is springing up a thrifty growth of young pine, white and red, which if protected must in time grow into timber. There are also comparatively level tracts of the same class of soil, etc.

There is one settler, William McIntyre, who has a clearance of about ten acres on lot number eleven in concession number one, and it is said that a fine tract of country, covered mostly with hardwood, lies south-westerly from his place.

Owing to the burnt condition of the township game of every kind is scarce. As will be seen White Partridge Lake is the only important lake, and, although I have had no fish from it, it is said that white fish and salmon trout are taken.

In the various small lakes and streams scattered over the township speckled trout and small fish are found, but not to any extent.

About forty per centum of that part of the township south of concession line numbers eight and nine, or a little more than half of the township, may be considered as fairly fit for the growth of hay, oats and root crops, and of the remainder of the township the average would not exceed fifteen per centum of the area.

An old lumber road from Eganville enters the township on lot number eleven, concession number one, and continues on to Perley's farm on White Portage Lake, previously described, thence in a north-easterly direction to Lake Traverse and Bissett's Station on the Canadian Pacific Railway.

I have the honour to be, Sir,
Your obedient servant,

(Signed) J. W. FITZGERALD,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 32.)

DISTRICT OF NIPISSING.

TOWNSHIP OF BEAUCHAMP.

TORONTO, ONTARIO,
December 23rd, 1889.

SIR.—I have the honour to submit the following report of the survey of the township of Beauchamp, north of Lake Temiscamingue, in the district of Nipissing, under instructions from your department dated the 11th day of June, 1889.

The township of Beauchamp is situate on a plateau between the south branch of the White or Blanche River and the Kappa-qua-big-a-gin Creek, which flows into the south branch of the White River a mile or two from the north-east angle of the township. The south-east part of the township is considerably broken by the creek aforesaid and by the small streams running into it. The timber in this part being principally balsam, birch, spruce, tamarac and cedar, with a few pine on lots numbers one and two, concessions numbers two and three. The soil for the most part clay, and sandy and stony where pine occurs.

There is a small tract of burned country in the north-east portion where the soil is very rocky. The south-westerly portion of the township is occupied by a large pitch pine flat with very little underbrush, the soil being mostly white sand.

There are several blocks in the central portion almost devoid of water, the land lying high and dry between the two watersheds to the north-west and south-east. A few small ponds are met with but no lakes of any magnitude.

Along the west boundary, and extending from a mile to two miles to the east, is a strip of very good pine land. The surface of the country in some parts of this district being very hilly, the soil almost pure sand and very stony in places.

I send herewith the plans and field notes of the township, complete.

I have the honour to be, Sir,
Your obedient servant,

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

H. B. PROUDFOOT,
Provincial Land Surveyor.

(Appendix No. 33.)

DISTRICT OF NIPISSING.

TOWNSHIP OF MARQUIS.

OTTAWA, ONTARIO,
November 27th, 1889.

SIR.—I have the honour to submit the following report of the survey of the township of Marquis in the district of Nipissing, according to instructions from your department dated June 11th, 1889, also the plans, field notes, and account of the same which I transmit herewith.

I proceeded from here by Canadian Pacific Railway to Mattawa, thence by line of steamers to the head of Lake Temiscamingue, and thence by canoe up the Blanche River, to the eastern outline of the township of Marquis, from which outline I commenced the subdivision of the township; which is on the whole a very fair one, containing about forty-five per cent. of excellent farming land, of the remainder about one-half is of a poorer quality and the other half is unfit for cultivation.

The country is generally undulating, some parts hilly and rocky while other parts are comparatively level. A fine tract of land extends along the Blanche River and Crooked Creek, throughout concession five and across the western halves of concessions four and three.

The Blanche River, a stream with an average width of about a chain and one-half, with a good strong current, crosses the north-east corner of the township, emptying out of Round Lake, the southern portion of which is situated in this township. Crooked Creek winds a circuitous course through the township and has an average width of about seventy-five links, with a slow current, and empties into the Blanche River on lot number four in the fifth concession. There is a fine water-power on the latter stream, on lot one in the fifth concession; also two on Crooked Creek, one on lot five, concession five, and another on lot ten, concession three.

The only lakes in the township are Round Lake, in the north-east corner of the township, before referred to, and a small one on the southern outline, on lots numbers one and two.

The land is principally a clay soil, with a heavy growth of large poplar, spruce, tamarac, birch and balsam. A few scattered white pine and cedar are met with in the vicinity of the Blanche River, but not in sufficient quantity to be of any value except to settlers. The poplar is the largest I have ever seen.

A brulé extends across the southern part of the township north-westerly, and a small patch on the north-west corner, as shown on the plans. These brulés are grown up with small pitch pines principally.

The geological formation is chiefly Huronian, but the gneissoid rocks are visible in many places. Some quartz veins were met with, but I found no traces of minerals.

Large game such as moose and bear were apparently very plentiful, but there was a general absence of small game, excepting partridge which were very numerous.

The weather was so very wet and unfavourable that I did not obtain as many astronomical observations as I desired.

All of which is respectfully submitted.

I have the honour to be, Sir,
Your obedient servant,

E. J. RAINBOTH,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 34.)

DISTRICT OF NIPISSING.

TOWNSHIP OF BRYCE.

ST. THOMAS, ONTARIO.

October 29th, 1889.

SIR,—I have the honour to report that in obedience to your instructions, dated June 11th, 1889. I have made a survey of the township of Bryce, in the district of Nipissing, into farm lots of three hundred and twenty acres each, and beg leave to submit the following report together with the plan and field notes of the same.

I left this city on the 2nd day of August, and proceeded to the work by way of North Bay to Mattawa by rail, thence by boat up the Ottawa River and through Lake Temiscamingue to its head. Having learned that there was no navigable stream leading from this point to the southern part of the township, I concluded to follow the Blanche River which I did by canoes to its forks. I then followed the south branch of said river westerly encountering great difficulties in navigating it on account of numerous long rapids and falls to about two miles west of the east limit of the township of Robillard, here I made a portage of about one mile south and entered a lake leading south to nearly the north limit of the township of Bryce, about one and one-half miles west from the east boundary, here I stored part of my provisions and proceeded to the south-east angle of the township, being the point where you directed me to commence my survey. This I reached on the morning of the 14th day of August.

From this point I measured north along the east boundary of the township. Seventy-nine chains and sixty-two links to the post in your instructions described, planted to mark the front of the second concession. At this point I took an observation of the sun for latitude, azimuth, etc., the calculation for which you will find accompanying the field notes, and on that evening I observed Polaris at its greatest western elongation, and ran the front of the second concession west, astronomically as directed by you.

All the concession lines in the township I ran west astronomically, making the lots forty chains wide by eighty chains long, excepting those in the first concession which on account of the east end of said concession being only seventy-nine chains and sixty-two links, and the west end eighty chains, the lots are proportionally less than eighty chains in depth.

The south parts of lots numbers 7, 8, 9, 10, 11 and 12, in the first concession; the northerly part of lots numbers 3, 4, 5, 6, 7, 8 and 9, in the fourth concession; lots numbers 1, 2, 3, 4, 5, 6, and the south part of lots number 7, 8 and 9, in the fifth concession; and lots numbers 1, 2, 3, 4 and 5, in the sixth concession are a good clay loam of average depth and fertility.

Some scattered surface stones were met with but not in such quantities as to interfere materially with the process of cultivation.

Lots numbers 1 to 6 inclusive, in the first concession, and the southerly part of lots numbers 1 to 6 inclusive, in the second concession are a level sandy loam, very shallow, underlaid by rock.

The remainder of the township is rocky. About thirty per cent. of the area of the township is fit for cultivation, while a considerable percentage of the remainder would answer for grazing purposes.

The whole of the township has been at different times burnt over and is now covered with scrub pine, poplar, birch, balsam and tamarac, with a few small cedar swamps. Lots numbers 9 to 12 both inclusive, in the second and third concessions have been burnt within the last few years.

There is some white pine standing throughout the township but not of much commercial value.

The surface is generally undulating, the rocky parts being very broken.

A spring creek averaging about thirty links in width runs diagonally, flowing northerly from lot number 10 in the second concession and crosses the north boundary at lot number four. This creek has several tributaries.

There are six small lakes in the township varying in area from about seven to fifty-three acres, in this way the township is fairly well watered.

I found no settlers in the township.

The variation of the needle was from $7^{\circ} 30'$ to $8^{\circ} 30'$ west.

Game is plentiful and the lakes abound with fish of various kinds.

The geological formation is granite, but no indications of economic minerals were met with.

All of which is respectfully submitted.

I have the honour to be, Sir,
Your obedient servant,

(Signed) A. W. CAMPBELL,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 35.)

DISTRICT OF NIPISSING.

TOWNSHIP OF PACAUD.

ESSEX CENTRE, ONTARIO.

December 2nd, 1889.

SIR,—Agreeable to your instructions, bearing date the 11th day of June, 1889, I have completed the sub-division survey of the township of Pacaud, in the district of Nipissing, and have the honour to report thereon.

Leaving Essex on the 2nd day of August, we proceeded by rail *via* the Canadian Pacific Railway to Mattawa, thence by steamer up the Ottawa River to the head of Lake Temiscamingue, where taking to canoes we proceeded up the Blanche River to the township.

From an observation of the Pole star we established a Meridian at the south-west angle of lot number two in the first concession. From here we proceeded with the survey, running such lines and planting such posts as directed in the instructions. The work was verified by repeated observations as we proceeded.

The township is finely watered by the Blanche River and its numerous tributaries. The river enters the township from the west, in the fifth concession, and flows south-easterly crossing the south boundary in lot number two.

The greater portion of the township is admirably adapted for agricultural purposes. The south-west part embracing seventy-five per cent. of the township is comparatively level and is well adapted for cultivation.

The soil is chiefly clay. The north-east part is more broken and rocky. The grand facilities offered must lead to its early settlement. But so far no settlers have invaded the township.

The country has been burned over, I should judge about twenty years ago and all the valuable timber has been destroyed. The undergrowth is of balsams, spruce, pitch pine, tamarac, birch and poplar, and is very dense rendering the work of opening the lines one of great difficulty.

No minerals of any commercial importance were encountered. The general character of the rock is gneiss.

The rivers and streams contain many fish of different varieties.

The variation of the magnetic needle is very regular, being $8^{\circ} 15'$ west.

Herewith are plans, field notes, etc.

Respectfully submitting the above,

I have the honor to be, Sir,
Your obedient servant,

JAMES L. LAIRD,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 36).

DISTRICT OF NIPISSING.

OUTLINES OF TOWNSHIPS.

HALIBURTON, ONTARIO,
December 10th, 1889.

SIR, — I have the honour to submit the following report on the survey of outlines of townships at the head of Lake Temiscamingue in the district of Nipissing, surveyed under your instructions of date the 17th day of May, 1889.

I proceeded to the townships shortly after the date of the instructions and went in by the south branch of Blanche River, commenced the survey at the south-east angle of township number twenty-five, and completed the same at the south-east angle of township number twenty-four, returning to Temiscamingue Lake by the main Blanche.

The boundaries were run east and west and north and south astronomically in the following order:

- South boundary of township number twenty-five.
- Boundary between townships numbers twenty-five and twenty-eight.
- Boundary between townships numbers twenty-five and twenty-six.
- Boundary between townships numbers twenty-six and twenty-nine.
- Boundary between townships numbers twenty-eight and twenty-nine.
- West boundary of township number twenty-eight.
- South boundary of township number twenty-eight.
- West boundary of township number twenty-nine.
- Boundary between townships numbers thirty and thirty-one.
- Boundary between townships numbers twenty-nine and thirty.

Boundary between townships numbers twenty-seven and thirty.
 Boundary between townships numbers twenty-six and twenty-seven.
 Boundary between townships numbers twenty-four and twenty-seven.
 North boundary of township number twenty-seven.
 North boundary of township number thirty.
 North boundary of township number thirty-one.
 West boundary of township number thirty-one.
 South boundary of township number thirty-one.
 North boundary of township number twenty-four.
 East boundary of township number twenty-four.

The details of the survey will be found in the field notes and on the plan.

As will be seen by the plan, the greater part of the townships outlined has been burnt—most of it about twenty years ago, and in places more recently. The whole area is now growing up with poplar, birch, cherry, pitch pine, etc.

The townships outlined probably contain about sixty-five per cent. of good land. The most clay land is to be found in townships numbers twenty-five and twenty-eight. The soil of the other townships is generally a sandy loam but will be easily worked and if properly farmed grow good crops.

A few white pines are to be found along the northern boundaries of townships numbers twenty-four and twenty-seven and in places north of these townships, whilst to the south-west of township number thirty-one there is a large block of heavily timbered land, a fair proportion of which is white pine.

There is considerable poplar of large growth along the Blanche River, in township number twenty-four.

The townships are very well watered by small lakes and streams.

The largest lake met with in the survey is on north boundary of township number twenty-seven forming with the Blanche River, a long stretch of navigable water.

The lakes abound with fish, Partridge, moose and beaver are quite common. The beaver has hitherto held undisputed sway in the small lakes and streams, of this, so to speak far away country, and although even yet he occasionally asserts his authority by flooding portions of the country, his days are numbered, a few years more and the trapper will have all but exterminated this valuable fur bearing animal.

The geological formations met with are the Huronian and the Laurentian. I saw no trace of minerals.

The Blanche River and its south branch are still good sized streams, where last crossed on the northern boundary of the survey.

I am inclined to think that with the exception of a couple of townships to the west of number seventeen, the good land in the valley of the Blanche has been nearly all outlined. There can be seen however from the northern boundary of township number thirty-one, a level reach of country extending to the north and north-west, a distance of twenty miles or more, which probably contains about the same percentage of good land as that outlined during the present year.

I have included in the present survey all that is worth outlining to the south and west.

The facilities for settlement of this large block of farming land are the same as in 1886, and no settlement is likely to take place until a railway is put through to the head of Lake Temiscamingue.

Accompanying this report are plan and field notes of survey, with account.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

A. NIVEN,
Provincial Land Surveyor

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 37.)

DISTRICT OF ALGOMA.

TOWNSHIP OF CRAIG.

WINDSOR, ONTARIO,

October 25th, 1889.

SIR,—I have the honour to report that in compliance with instructions received from your Department, dated the 29th day of May, 1889, I have made a survey of the township of Craig, in the district of Algoma.

Access was gained to said township by rail to Pogamasing station, on the Canadian Pacific Railway, thence by canoes down the Spanish river to the south-east angle of said township.

I commenced by chaining (with a Chesterman Steel band) the west boundary of the township of Moncrieff, planting posts at regular intervals of eighty chains; then ran my concession lines due west, planting posts as per instructions.

This township is well watered by the Spanish river and numerous small lakes, but it is extremely hilly and rocky.

The soil consists of a coarse sand poorly adapted for growing grass or grain of any kind.

There is a small area of green timber in the south concession west of Spanish river, on lots numbers four, five, six, seven and eight, timbered with balsam, spruce, birch, and a few excellent white pine.

There is also some good pine adjoining Spanish river, to the west for about one mile, but fire has recently run through this portion, and it is now being lumbered.

The remaining portion of the township has no timber of any value, fire having run over the whole of it, and over portions of it very recently, leaving no timber of any description. Along the west boundary there is a thick growth of small birch poplar, etc.

The rock is generally granite or gneiss with small veins of quartz.

Outside of patented mining locations E and F, I found no minerals of commercial value. The magnetic variation was quite uncertain, the variation shewn on plan being a mean. The survey of river and lakes, were made with a micrometer and compass.

Accompanying this report, you will find field notes, plans, etc.

All of which is respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

JOSEPH DEGURSE,

Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 38.)

DISTRICT OF THUNDER BAY.

TOWNSHIP OF SCOBLE.

PORT ARTHUR, ONTARIO,

December 21st, 1889.

SIR,—I have the honour to report that in accordance with your instructions, I commenced the survey of Scoble in the district of Thunder Bay, on the 3rd day of October, 1889, taking two simultaneous observations of Polaris, one at the south-east angle of the township of Gillies, and the other a mile further north on the eastern boundary of that

township. I then ran the southern boundary of the township of Scoble, and also the line between the first and second concessions, until I struck the western boundary of the township of Blake, posting the lots on my return, leaving the overplus in lot number twelve. I then ran the side line between lots numbers six and seven, until I struck Oliver Lake, starting the third and fourth concessions east and west from it. This I was obliged to do, as the western boundary of the township of Blake was found to be somewhat irregular and almost obliterated by fire. From the line between concessions numbers two and three I ran the side line between lots numbers ten and eleven, two miles north, starting the fourth and fifth concession east and west from it. The fifth concession line was sighted over mining location R 261, and continued east to the township of Blake. The sixth concession line was started from the side line between lots numbers eight and nine, which was produced north from the line between concessions number four and five to mining location R. 221. Observations were taken on each concession line with the exception of the line between concessions numbers five and six where the distance run is comparatively short. Great care has been taken in collecting as much information as could be got of the dimensions of the mining locations contained within the township so as to make the plot as accurate as possible. The lakes were all carefully traversed by triangulation and all the bearings given in the field notes are astronomical. The magnetic variation of the compass was found to be somewhat irregular in the lower parts of the township, but it is more reliable in the northern part of the township. The township is to a very large extent burnt over, there are, however, a few small clumps of pine, mostly Norway, which owing to the close proximity of the mines, and the new railway, will be of value. There are also some clumps of spruce, tamarack, and cedar, which will be useful for tie and pile timber, which is becoming very scarce. The northern part of the township is mostly covered with a thick growth of poplar and birch and some spruce, which is very suitable for cord-wood for the mines or for the manufacture of paper.

The soil is uniformly good and rich, being well suited for agricultural purposes. It is well sheltered from the cold winds that blow from Lake Superior by a high range of hills on the south, which extends from Mount McKay at Fort William westward. Concessions numbers one to four inclusive, appear to be equally as desirable for farming purposes as south Paipoonge and having been well burnt over will require but little clearing and in some cases none at all. As the means of access to this township were somewhat difficult, I had a waggon road cut out from the township of Paipoonge to Pictured Lake, over which I had my supplies hauled. The geological formation, specimens of which accompany this report, is composed of the black silver bearing slates mostly, heavily covered with trap, which renders prospecting for silver somewhat difficult, but such veins as may be found in this township, and particularly in concessions numbers five and six, are likely to amply repay the trouble in searching for them.

I have the honour to be, Sir,
Yeur obedient servant,

HENRY DE Q. SEWELL,
Provincial Land Surveyor

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 39.)

REPORT
OF
THE SUPERINTENDENT
OF
COLONIZATION ROADS.

To the Honourable A. S. HARDY,
Commissioner of Crown Lands,
Ontario.

SIR,—I have the honour to lay before you the annual report of work done under the management of the Colonization Roads' branch of the Crown Lands Department for the year 1889.

There have been one hundred and thirty-eight miles of road constructed and four hundred and four miles repaired. Eighteen bridges were erected and seventeen repaired.

The works are the following:—

NORTH DIVISION.

BATCHEWANING ROAD.

About three miles of the worst portions in the Goulais Bay settlement were repaired and made fairly passable.

COCKBURN ISLAND ROADS.

Repairs made over three and a half miles, being through concessions eight to twelve, and generally between lots 11 and 12, and lots 15 and 16.

COFFIN ADDITIONAL ROAD.

The road was constructed northward two miles between lots 2 and 3, and through concessions 3 and 4, and with an unexpended balance from this and the Coffin 3rd Con. Road, the bridge at the west end of Ottertail Lake, which was in a dangerous state, was reconstructed at a cost of about one hundred and forty dollars.

COFFIN 3RD CON. ROAD.

A little over one mile built, costing approximately \$300, and includes a bridge erected over McLeod's creek on lot number ten. About \$100 was spent between lots 10 and 11 from the main road northward to let a number of settlers out, which they could not manage for want of bridges, and the opening of a swamp three-quarters of a mile in length.

COYNE'S ROAD.

Continued from last year's operations north to the fourth and fifth concession line of Galbraith, and thence eastward across lots four and five. The country was so rough and broken that only a mile and a quarter could be built for the grant, but the settlement which the road is designed to serve has been now reached.

DAYTON STATION ROAD.

A road from Dayton Station on the Algoma Branch of the Canadian Pacific Railway, and constructed from about the centre of lot 3, concession 4, of Bright additional north half a mile, and thence north-westerly to the corners of lots 3 and 4, concession 5—a mile and a half of new road. Repairs of a mile were made upon the existing road northward to Day township boundary which meets the Thessalon and Bright road, thus giving a fair highway to the railway.

DEAN'S LAKE STATION ROAD.

This road was built from the railway, between sections 20 and 21 of the township of Thompson, northward between these and sections 16 and 17, as also of 8 and 9 to the Mississauga River, and thence north-westward along the margin of said river, intersecting with the Thessalon and Bright Road at Bateman's, or Thompson P. O.

Of the length built—two and a half miles—the first mile and a half is very thoroughly made, the balance being only fairly passable.

GALBRAITH ROAD.

A mile and a half of new road built from the Coffin Road, north between lots 2 and 3 of Coffin, nearly half a mile, and thence east about one mile to Thessalon River, and boundary of Galbraith.

A new bridge, ninety feet long, was also built over the river, having a span of seventy feet.

GOULAIS RIVER BRIDGE.

Eighty-five dollars spent in removing a jam which endangered the structure.

MANITOULIN ISLAND ROADS.

The expenditure on the island was distributed over ten roads in repairing or construction, the result being seven and a half miles of repairs, and twelve and a quarter miles of new work. The roads were BIDWELL BRANCH ROAD, upon which the sum of about \$220 was expended in ditching a mile and a quarter in the township of Bidwell; the CAMPBELL AND CARNARVON ROAD, or construction of a mile and a quarter on the town line, between the townships indicated, through concessions 7 and 8, involving heavy ditching and crosswaying through a bad swamp, and costing altogether a little less than \$500.

The CLOVER VALLEY ROAD was ditched and graded half a mile, opposite lots 31 and 32, of the sixth concession of the township of Assignack, for about \$130.

LAKE WOLSELEY ROAD, the main and only Government road through the townships of Mills, Burpee, Robinson and Dawson, was extended eight miles and a half, beginning at lot 44, between the eleventh and twelfth concessions of Robinson; thence angling through lot 45, and lots one to seven inclusive, of the seventh concession of Dawson,

passing to the south of Hog Lake, and again to the road allowance between concessions 7 and 8; thence westward on the last named road allowance to lot 16; thence north twenty chains; thence west through lots 16 to 20 inclusive, in concession 8; thence north-westerly through concessions 9, 10, 11, and to the west side of Meldrum Bay, between the eleventh and twelfth concessions. The cost of this, with half a mile of repairs of the same road in the township of Burpee, was about \$980.

On the MANITOWANING AND MICHAEL'S BAY ROAD two sections were repaired, one being from Manitowaning Town Plot southward a mile and a half, and the second portion half a mile near the townline between Assignack and Tehkummah, known as Terry's Hill, the outlay being \$490.

MANITOWANING AND GREEN BAY ROAD was repaired and graded over a mile and three-quarters of its length at a cost of some \$220.

A road called NORTH OF SCOTLAND ROAD was produced half a mile between concessions 14 and 15 of Allan township, across lots 26 and 27 for \$115 or thereabout, and on the SANDFORD AND CARNARVON ROAD a little over \$100 was spent in cutting down a very steep hill, reducing its height nine feet, and raising the flat below it with the excavated material. In connection with the last named road \$50 were allowed to assist in the renewal of a crossway on the fourth concession line of Sandfield, a condition being that the settlers would do an equal amount of work. This was fulfilled, resulting in one hundred rods of ditching and grading in lieu of the crossway, making a more permanent road.

About a mile of ditching, blasting and other necessary improvements were done on the SHEGUIANDAH AND LITTLE CURRENT ROAD between the points which the name of the road indicates at an outlay of \$265, and lastly there was spent the sum of about \$320 upon SLASH ROAD, in the construction of two miles, beginning at the intersection of the eighth concession with concession A of Tehkummah, thence east to lot 5, thence north to unite with a road already opened.

MISSISSAGA ROAD.

Repairs to iron bridge over Mississaga River from the end of last year's operations, that is to say, from the east boundary of Gladstone north to the second concession, thence west to the river, and thence up the stream to the bridge a length of one and three-quarter miles of excellent work.

NEPIGON ROAD.

Of the portion of this road opened last year for winter purposes only, three and three-quarter miles were this year graded and made fairly well, the work dating from Nepigon Station of the Canadian Pacific Railway.

RABBIT MOUNTAIN AND WHITE FISH LAKE ROAD.

Twelve miles repaired between Beaver and Silver Mountain Mines, one mile of which, having last season been chopped out only, has been properly graded.

RAINY RIVER ROAD.

The construction was continued from the point of ending last year, section 1, range 22, township 3, through sections 2, 3, 10, 9, and Wild Land Indian Reserve to Rainy River, and about two chains east of Hungry Hall Reserve, a length of seven miles, thus completing a winter road from Fort Francis to the mouth of the river, about seventy-seven miles long.

A branch road was also opened from Rainy River, beginning on line between sections 2 and 3, township 4, range 25, thence north to section 26, thence angling north-westerly through sections 27, 28, 32, 33, to line between ranges 4 and 5, thence north between sections 4 and 5 two miles, thence again north-westerly through sections 16, 15, 23, 24,

25, 26, 34 of range 24, township 3, and into township number 2, a length of over fifteen miles.

The object of this branch which may be called and known as GRASSY RIVER ROAD is, as represented by correspondence, to enable the settlers to reach Rat Portage by a shorter route, and avoiding many difficulties encountered in traversing Lake of the Woods in winter, and in addition to these advantages the road passes through a district adapted for settlement, and therefore desirable to open.

RAT PORTAGE AND KEEWATIN ROAD AND BRIDGES.

In consequence of the erection of a dam by the Dominion Government across the west branch of the Winnipeg River and its subsequent partial destruction, a considerable amount of damage was done to the bridges built by this Department in 1886, and traffic between Rat Portage and Keewatin by this road entirely cut off.

This season the three bridges have been raised and thoroughly overhauled, the work being, the inspector says, in some cases equal in cost to a renewal of the structures. With these repairs and the improvement of road through Tunnel Island, travel is again restored.

RAT PORTAGE AND RAINY RIVER ROAD.

This work was commenced at the east end of Rat Portage, and extends in a south-easterly course towards Rainy River about four miles, and on the line of which a pile bridge two hundred and twenty feet long was erected.

A winter road a mile and a half long was cut out from the main line, and about a mile and a quarter from the village, to Matheson's Bay, with the object of allowing access to the first named road from the lake in winter, for the mail-carriers and other purposes.

ROCK LAKE BRIDGE.

A bridge on the Thessalon Road, lot 10, concession 1, Coffin township, which being too low was in danger from spring floods of destruction. It was raised four feet throughout, involving additional bents and extra coaming, its length being now one hundred and eighty-eight feet.

SPANISH RIVER ROAD.

A road begun in the centre of section 27 of the township of Victoria, thence east two and a half miles through Victoria, and a mile and a quarter into Salter, thence south two miles to Spanish River, and thence up the river three miles connecting with a road leading to La Cloche, eight and three-quarter miles, chopped out thirty feet wide as a winter road, and requiring to be graded before it can be used for general travel.

ST. JOSEPH ISLAND ROADS.

There has been constructed, first, two miles beginning at U and concession 1 line, from side line between lots 5 and 6 south-westerly five-eighths of a mile to about middle of front of lot 3, thence north-westerly through lot 3, concession U, to the north-west angle of the last named lot, thence continuing and passing through lots 2 and 1 to S and T concession line, and thence south-westerly to the east angle of lot 50, concession 1, to connect with a road before opened. The second work was half a mile opened on the O and P line, across lots 19 and 20, altogether two miles and a half of new and well constructed road.

THESSALON STATION ROAD.

Nearly a mile of road built from the Thessalon Road to the railway station, and between lots 11 and 13. It is the only way by which the station is reached.

VANKOUGHNET ROAD.

A new work begun at the termination of a road leading northward from Sault Ste. Marie through the township of Tarentorus, and being the north-east angle of the north-east quarter of section 9 of said township, thence north-easterly through the township to the south boundary of Aweres, and thence northward, passing within half a mile of the west shore of Trout Lake, in the last named township.

Length constructed, two and three-quarter miles.

AHMIC ROAD.

Repairs of the existing road, and the opening of a portion which was but a rough trail or lumber road, and begun on lot 24, concession 9, township of Croft, and continued from thence, through concessions 8, 7, 6 and 5, to the Ahmic Lake bridge on lot number 15—built in 1887—four and a-half miles, chopped out thirty feet wide and fairly grubbed and leveled.

ALSACE ROAD.

A continuation westward from lot 9, between concessions 10 and 11 of Gurd, to the Commanda Lake road on lot number 2. The length is a mile and three-quarters, which, the land being very heavily timbered, is only as yet, roughly opened.

BRACEBRIDGE ROAD.

This road which is practically on the town line between Macaulay and Draper, is now very well opened.

Two and a-half miles were new work from the end of last year's operations eastward to connect with South Macaulay road; the balance, one and a-half mile, being repairs of a heavy nature, and necessary to make the entire length good and travelable, which the inspector says it now is.

BRIDGE REPAIRS, MUSKOKA AND P. S. DISTRICTS.

Four bridges repaired at a cost of \$390.39, and being, (1) that on the Maganetawan road, on lot 15 between concessions 4 and 5, which fire had destroyed.—Cost, \$58.12. 2. Musquosh bridge, at Bala, which on account of its age and general condition requires annual attention, and should be renewed this coming season; expenditure, \$140.64. 3. A floating bridge constructed with timber of Draper bridge, which latter being dangerous to cross was taken down. This floating structure costing, \$66.24, is of course a temporary arrangement. The fourth work is the renewal of a bridge at Beggsboro' on the Doe Lake road at a cost of \$125.39.

BRUNEL BRANCH ROAD.

The portage road between Lake of Bays and Peninsula Lake, and described in last year's report. This further expenditure for grading and ballasting makes it one of the best roads in the country.

BURK'S FALLS ROAD.

A continuation from the work of 1887, eastward through lots 27 to 30 inclusive, thence south-easterly, angling through lots 31 and 32 to town line between Armour and Proudfoot, thence east through lots 1 and 2, between concessions 6 and 7 of the latter township, and thence again south-easterly through lots 2 to 6 in the sixth concession, nearly three and three-quarter miles of construction, and opens a way to Burk's Falls for a considerable number of settlers.

CARDWELL ROAD.

Two and a-half miles of repairs over two sections, one being between Rosseau, and the work of the previous year, and a second from about four miles east of Rosseau to lot number 20, between concessions 6 and 7 of Cardwell.

COMMANDA CREEK BRIDGE.

Is over Commanda creek, between concessions 12 and 13 Pringle, and opposite lot 33. It is comprised of a fifty-one and a twenty feet span, on abutments thirteen feet high, and has a total length with the approaches of about two hundred feet.

EAGLE LAKE ROAD.

Including some substantial repairs of the long "Narrows" bridge, the road was improved for seven and a-half miles from the Rosseau and Nipissing road eastward. This is a main road to the railway station at South River.

EAST RIVER BRIDGE.

The renewal of this structure which is now in progress, is estimated to cost about \$1,000, of which amount, \$600 are already paid on account. It is on the main and only road between Huntsville and Hoodstown, and in so dangerous a condition that traffic was practically stopped.

HUMPHREY 4TH CONCESSION ROAD.

A new short road through the peninsula between lakes Joseph and Rosseau, and made as a cheap but useful work through lots 12 to 20, of the 4th concession of Humphrey.

KEARNEY NO. 2 ROAD.

Two and three quarter miles of repairs between lot 34 Perry, and lot 5 Bethune, and the road extended eastward one and a-quarter mile to lot number 20, between the townships of Bethune and Proudfoot.

LONG POINT ROAD.

Repaired from end of last year's work to Walker's Point, on Muskoka Lake, four miles in the township of Wood.

MACAULAY ROAD.

Four and a-half miles improved from within about half a mile of Baysville towards Bracebridge.

MAPLE ISLAND BRIDGE.

A structure one hundred and thirty-seven feet long, with a main span of sixty-one feet, built over the north channel of the Maganetawan River, on the Northern road.

MCDUGALL ROAD.

Five miles fairly well repaired. The road for want of attention was very much overgrown, and bad generally.

MCDUGALL AND MCKELLAR T. L. ROAD.

This road commences about half a mile south of the Northern Road, and runs through lots 1 and 2 concession 12, and through lot number 2 in concessions 9, 10, 11, joining Junction No. 2 Road, on lot 2, concession 9, all in the township of McDougall.

Its length of three and a-quarter miles is sufficiently opened for fair loads, and will be of great advantage to those residing in the southerly portions of McKellar.

MIDDLE RIVER BRIDGE.

A bridge one hundred and eight feet long on Junction No. 1 Road, over Middle River, on lot 17, concession 14, McKellar, which was very much out of repair, and too low. The Department repaired the bridge, and the municipality formed the approaches.

MILLS ROAD.

Repaired from its junction with Golden Valley Road, in the tenth concession of Mills, northward about three miles.

The grant was insufficient to repair to Loring, as intended.

MISSIONARY ROAD.

Five and a-half miles repaired through the township of Spence, from the Rosseau and Nipissing Road eastward, the road being practically on the road allowance between concessions 4 and 5 of this and Ryerson townships.

MONTETH AND PERRY ROAD.

Repairs through the township of Monteith, from Seguin Falls eastward, altogether about six miles, the expenditure including a new bridge built over a branch creek which empties into the Seguin River, and which has a twenty-five feet clear span. This is the main east and west road between Parry Sound and Emsdale on the railway.

MUSKOKA ROAD.

A continuation northward from concession 6 to concession 11, and between lots 20 and 21, of the township of Machar, a little under two and three-quarter miles constructed through a heavily wooded district. A trail was also opened from the end of the work to the allowance for road between concessions 12 and 13, the New Jerusalem road, which, when graded, will make an important highway.

NORTH CARDWELL ROAD.

The portion built this year, the inspector says, is through a very rough section, and the original allowances for roads could not be followed. The work was begun at lot 22, concession 13, of Cardwell, angling from thence through lots 21, 20 and 19 in the same concession, and through lot 18 in the 14th concession—a mile and a-half.

NORTHERN ROAD.

Repaired between Commanda and the Golden Valley Road two miles, and secondly, between McKellar and Dunchurch, nine and a-half miles.

NORTH-WEST ROAD.

Two miles of repairs, from end of last year's operations northward to lot 34, concession 12, McDougall.

OKA ROAD.

About seven miles constructed this season, the road now reaching from Bala to the mills of the Muskoka Mill and Lumber Company.

The work was commenced at lot 6, concession 6, Gibson, thence northward and westward, about Black Lake to Black River, on lot 21, concession 5, and thence following the margin of the river to the mills.

ORANGE VALLEY ROAD.

Repaired in the township of McKellar, from lot 6, concession 7, westward two and a-quarter miles. A bridge one hundred and twenty feet long was also built over Seguin River on the line of this road.

OTTER LAKE ROAD.

The chief work in this instance was the construction of two bridges over Boyne Creek and Otter Lake narrows.

One and a-half miles of the road was also repaired from the Parry Sound Road southerly in the township of Foley, as in its then condition, it was well nigh impassable.

PARRY SOUND ROAD.

Two bridges have this year been renewed, and a deviation made nearly half a mile long through lots 133, 134, 135, concession B, for the purpose of reaching a better and cheaper river crossing, and the avoidance of a very steep hill.

Three miles of very permanent repairs were also made between Rosseau and Ullswater, which is a very hilly section.

POWASSAN ROAD.

A road between the 12th and 13th concessions of Himsworth, and constructed this year across lots 8 to 15 inclusive, over two miles of heavy work. A deviation was made on lot 14 into the 12th concession.

RAINY LAKE ROAD.

The principal work was a bridge, one hundred feet long, built over the outlet of Rainy Lake. In addition, three-quarters of a mile which had previously been roughly opened, between the bridge and Sprucedale, was repaired.

ROSSEAU FALLS ROAD.

A short road from the Parry Sound road to Rosseau Falls post-office and the mills. The present expenditure was used chiefly in making a deviation through lot 32, concession 2, of Cardwell.

RYDE ROAD.

This road was chopped out and roughly opened in the year 1887, at a cost of about \$160 per mile, but was only travelable in winter. This season three and a-half of the five miles have been properly opened, reaching to the 8th concession of Dalton.

Over Black River on the line of the road a substantial bridge was, at the time of the inspector's last examination, under construction, built by the counties of Victoria and Ontario, as promised when the grant for the road was given.

Another sum of about \$500 is required to fully complete the work.

RYDE CENTRE ROAD.

Repairs from the 4th concession northward two and a-half miles, the road being on the road allowance between lots 5 and 6 of the township of Ryde.

RYERSON CENTRE ROAD.

About one and a-quarter mile of work, one-half of which was new.

The road is between Burk's Falls and the Maganetawan road, and has been described in earlier reports. It is now fully opened and is a valuable work.

SOUTH ARMOUR ROAD.

The raising of a flooded flat of the Maganetawan River across lots 8 and 9, concession 3, Armour.

Twenty-eight rods were raised four feet, and twenty-two rods about fifteen inches.

The Beldon Lumber Company, it is said, will complete the work at their own cost.

SOUTH RIVER ROAD.

A new and important work, connecting Eagle Lake and Distress River roads, in the township of Joly.

It begins between lots 3 and 4, concession 11, and from thence northerly through lot 4 in concessions 11 and 12, and through lot 5 in the 13th concession to the road allowance between lots 5 and 6, near the blind line between concessions 13 and 14, uniting with the Eagle Lake road leading to Sundridge. Two and three-quarter miles fairly well made and already in use for general traffic.

STEPHENSON TOWN LINE BRIDGE.

The original structure was built in 1875 at a cost of about \$2,200, and is now renewed from the low water line. It is composed of a one hundred feet clear span and two of forty feet each, its total length being two hundred and six feet. It is over the Muskoka River on the town line between Stephenson and Macaulay, and is much used.

STONY CREEK BRIDGE.

A bridge over the said creek between concessions 12 and 13, lot 5, township of Armour, with main opening of thirty-eight feet, and eight feet high.

STRONG 30 SIDE LINE ROAD.

In opening this road a quantity of crosswaying was required, the ground being low and swampy.

It is chopped out forty feet wide and opened two and a-half miles, and is an important connecting line in the township, as before its completion the ice of Stony Lake was the only way of exit for teams, and that of course only in winter.

TROUT LAKE JUNCTION ROAD.

A road opened from Nipissing Junction of the Canadian Pacific Railway, between lots 22 and 23, concession 14, Ferris, northward towards Trout Lake—one and one-eighth mile. The country is of a very broken and rough description.

WESTPHALIA ROAD.

A continuation from last year's work to lot number 20 of Gurd, and as before, practically on the road allowance between the 2nd and 3rd concessions. The length made this year is two miles of excessively heavy work.

EAST DIVISION.

ADDINGTON ROAD.

Repairs commenced at Kaladar Station on the Canadian Pacific Railway and continued north to "Flinton turn," about six miles.

This portion of the road is hilly and difficult to maintain, but is at present in a good general condition.

ALICE AND PETEWAWA ROAD.

A work from lot number 9, westward to lot number 4 on the town line, between Alice and Petewawa, a mile and a-quarter in length.

The land being low about half a mile of crosswaying was required, and of course expensive. This road is a benefit to a number of German settlers.

ALICE 3RD CONCESSION ROAD.

This is repairs between the 2nd and 3rd concessions of Alice, across lots 12 to 20—two and a-half miles. Nearly one mile was over a low beaver meadow, which was cross-wayed.

ALICE AND WILBERFORCE ROAD.

Work begun at lot 28, concession 5, Wilberforce, and between the said township and that of Alice, the improvements extending westward three-quarters of a mile. It had been chopped out previously by the settlers, but unformed.

ANSTRUTHER ROAD.

About thirteen miles repaired, from the village of Apsley northward. A bridge eighty feet long was built over Eel Creek to replace one burnt last year.

ANTOINE ROAD.

A portion of road one and three-quarters mile long, which settlers had chopped out, but not graded, or in any way made passable before the present expenditure. It is from the bridge at east end of Golden Lake to the Eganville and Killaloe Road, and thence westward on or near the 8th and 9th concession line of South Algona.

BELLS RAPID'S ROAD.

A road commenced last year and then described. The \$200 expended this season completed the unfinished nearly three-quarters of a mile, and repaired the two miles constructed previously.

BOBCAYGEON ROAD.

Repaired from lot 14, Minden, to lot 31, Stanhope, and between Kinmount and Union Creek, altogether eleven and a-half miles.

Over Union Creek, which is about seven miles south of Kinmount, the bridge was thoroughly overhauled and repaired. The structure is about ninety feet long and nine feet high.

BLAIRHAMPTON ROAD.

The repairs made this season of four miles is over the south end of the same road mentioned in last year's report, and is from lot 12, concession 4, of Minden, northeasterly to lot 18, concession 9.

BUCKHORN ROAD.

One and a-half mile of repairs on the north side of Scott's mills.

BURLEIGH ROAD.

Upon the south end of this road, that is to say, from Burleigh bridge southward, about three miles were repaired at a cost of \$350, of which sum the county of Peterborough gave \$175. Through the township of Burleigh about twenty miles were gone over, and more or less repaired at a cost of \$300. Two stages run daily over this route.

CALABOGIE BRIDGE.

The payment this year of \$1,000 represents a balance on account of the above work which is more fully referred to in last year's report.

CALLENDER ROAD.

This might as properly be called Mattawa and Callender Road, as it lies between these two points.

For the appropriation, nine miles of the portion before constructed from Callendar station, C. P. Railway, were repaired, and half a mile opened eastward toward Mattawa.

CALLENDER AND NORTH BAY ROAD.

Construction continued on the road allowance between lots 5 and 6, to that between the eleventh and twelfth concessions of Bonfield, thence westerly on the last named allowance to the line between lots 2 and 3, one and a half mile.

CALVIN ROAD.

Beginning at the south end of the fifth concession, and between lots 10 and 11 of Calvin the road is improved, northward between the lots mentioned to the seventh concession and south limit of the railway, thence westward following the said limit to McKay's Mill on lot 13, concession 8, a length of two and a half miles.

CAMERON ROAD.

About eleven miles of the portion between Moore's Falls and the Bobcaygeon road, and five miles from the Village of Norland, southward, were repaired. Repairs to the bridge at Moore's Falls were also made, the latter costing about \$200.

CHANDOS ROAD.

A road running east from Apsley and repaired from lot 31, concession 1 Anstruther, to lot 10, concession 3, Chandos, about three miles.

COMBERMERE BRIDGE.

The bridge over Madawaska River at Combermere Village, and now in a dangerous condition requiring a new superstructure.

The work is delayed for want of ice, but will be finished, it is expected, before spring.

COPPER CLIFF ROAD.

A road into mines, roughly opened by the inhabitants, and now improved over three miles of its length, from lot 7, concession 3, McKim, westerly.

DALTON 25 AND 26 SIDE LINE ROAD.

Cut out for about one mile through concession 9 and part of concession 10. The bridge over Black River which is one hundred and sixty-five feet long was well repaired and raised two feet.

DOUGLAS AND SCOTCH BUSH ROAD.

The chief work in this instance is a bridge built over Ritchie's Creek near Douglas. It is fifty feet long with main span of twenty-four feet, and constructed almost entirely of cedar. About a quarter of a mile was graded as approaches on each side of the bridge.

EGANVILLE AND COBDEN ROAD.

About three miles of repairs, beginning about two miles east of Eganville, and extending eastward towards Cobden.

Eight large culverts were built and a considerable amount of blasting was done.

EGANVILLE AND FOY ROAD.

Eight miles of repairs from the Opeongo road towards Eganville. It is the main road and stage route through that district.

EGANVILLE AND KILLALOE ROAD.

A very steep hill on this road was reduced, and the road improved from lot 28 to lot 32, both inclusive. It is the road allowance between concessions 8 and 9 of South Algona.

FRASER AND ALICE ROAD.

One mile of heavy work from lot 16, concession 9 Alice westward.

FRONTENAC ROAD.

This work consisted in raising half a mile of the road through concessions 10 and 11 of the township of Portland, which was flooded annually through the damming of the river by the Napanee River Company. The cost, with the repairing of three miles in addition, was, according to the cash abstract statement of the aforesaid township, \$1,053.35 so that the government grant of \$500 is about one-half the total expenditure, and is in accordance with the agreement made with the Municipality.

GELERT STATION ROAD.

Four and three-quarter miles of repairs between Minden Village and Gelert or Minden station on the railway.

GILMOUR STATION ROAD.

From Gilmour station, Canada Central Railway (lot 12, con. 8, Tudor), this road extends eastward along and near the north margin of Wadsworth's Lake, intersecting Tudor road. The entire length is four and a half miles, which was more or less repaired throughout and made fairly passable.

GOLDEN AND ROUND LAKE ROAD.

About one mile of road repair from the bridge at the west end of Golden Lake westward.

GULL LAKE ROAD.

Repairs of two miles in the township of Harvey, from lot 29 concession 5 to lot 31 concession 4.

HAGARTY 4 AND 5 CONCESSION ROAD.

This may be called new work as four deviations were made, and the balance was almost entirely overgrown with underbrush. The length was two miles from lot 22 to lot 30 on the concession line indicated.

HASTINGS ROAD.

Repairs over eleven miles between Rathbun station and L'Amable.

The approaches to McKenzie's Lake bridge were properly repaired with two other bridges on the same road.

HARVEY ROAD.

About five miles of substantial repairs between Buckhorn and Sandy Lake.

The county of Peterborough and township of Harvey gave each \$200 on account of this work.

Again the township of Harvey granted \$100 which with an equal amount from the Government was expended, about one half upon the sixteenth concession line of Harvey, from lot A. north, to lot 5, and balance upon the south portion of Harvey road near Sandy Lake.

HERSCHEL ROAD.

This road is on or about the line between concessions 10 and 11 of Herschel, and is opened this season two miles westward to a point about four miles west of Hastings. It leads into lands reported as suitable for settlement and into which several have already made their way.

HERSCHEL AND FARADAY T. L. ROAD.

From the town line between the townships suggested by this road, two and a half miles were well repaired in a westerly direction to Deer Lake.

HINCHINBROOKE ROAD.

Two miles of repairs over work done within the past two years, this season's operations dating from lot 11, concession 9 of Hinchinbrooke northward.

The road-bed was in many places low and in others very rough.

HYDE'S CHUTE BRIDGE.

For want of ice the construction of this bridge has been delayed, but it will in all probability be completed during the present winter. It is over the Madawaska River, in the township of Griffith, and will replace one built about seventeen years ago.

INDIAN RIVER BRIDGE.

Repairs consisting of a new truss over main opening, and partial renewal of other portions. It is over Indian River between lots 21 and 22, in the eighth concession of the township of Alice.

LAKE TOWNSHIP ROAD.

Four miles constructed this season, and now reaching to lots number thirteen of the township of Lake, on the line of the location known as Gibson's survey. The county of Hastings contributed \$250 of the expenditure.

L'AMABLE DU FOND BRIDGE.

An expenditure of \$63.75 for glancing booms found to be required for the protection of this bridge, which was built by the Department last year on the Mattawa and L'Amble Du Fond Road.

LAVANT ROAD.

New work begun on the road allowance between concessions 3 and 4, and between lots 10 and 11, of the township of Darling and continued on the last mentioned line two miles to the end of the second concession. The first mile is fully completed, the second is yet to be graded in order to make it of full value as a road.

LAXTON ROAD.

Is between the fourth and fifth concessions of Laxton and across lots one to seven, two miles of repairs.

LONSDALE AND BRIDGEWATER ROAD.

Three miles are this year added to the length of this highway. The work was between lots 24 and 25 of Hungerford, through concessions 3, 4 and 5, mostly uncleared land. The County of Hastings gave \$300 of the expenditure.

MACKAY'S STATION AND PETEWAWA ROAD.

Two miles of road in the township of Head, made southerly from the bridge over MacKay's creek, built last season by this Department. Two miles of the same road were opened last year.

MATTAWA ROAD.

Repairs of this road were commenced at the boundary between the townships of Clare and Cameron, and continued from thence westward in the latter township about ten miles, including the re-building of eight small bridges which, through age, were unfit to travel over.

MATTAWA BRIDGE.

This bridge was renewed throughout, excepting portions of some of the cribs where the timber being perfectly sound was allowed to remain.

The original structure built in the year 1877 and raised and repaired in 1884, was 696 feet long and its width sixteen feet.

Its length has now been reduced to about 600 feet by filling in permanently one hundred feet with stone, but it was found necessary to increase its width to twenty feet so that teams and pedestrians might pass over without serious danger which before was experienced. The grant of \$3,000 made by the Legislature towards rebuilding, was estimated to be about one-half the amount required for its completion, the expectation then being that any unfinished portion might, with safety, remain for another year.

It was discovered, however, as the work progressed, that with the new portions raised and widened it would cost a considerable sum to make the balance available for even temporary use, and the money thus spent would be largely wasted.

Upon these representations your consent was given for its completion which has been effected for less than the estimated cost by nearly one thousand dollars.

MATTAWA AND CALLENDER ROAD.

A continuation of repairs made from last year's operations. The road is in the townships of Papineau and Calvin, the improvements being over three miles in the former and two miles in the latter township, and which was chopped out in the year 1886.

MATTAWA AND TEMISCAMINGUE ROAD.

This road was roughly opened from the foot of Lake Temiscamingue, towards the Village of Mattawa by settlers and others interested in its construction.

This season about seventeen miles were gone over and further improved as a winter road. Work was commenced at the easterly end of lot number 35, concession 6 township of Mattawa and continued northward towards the lake. Jock's creek was also bridged.

MISSISSIPPI ROAD

Twenty-nine miles of repairs, twelve of which were made from the town line between Mayo and Ashby eastward, and seventeen from Playfairs corners westward.

MONCK ROAD.

The repairs were over three different sections, amounting to seventeen and a half miles altogether. One portion was in the township of Galway, seven miles; a second was eight miles, beginning at the town line between Faraday and Cardiff, and from thence eastward almost to the Hastings Road; and a third portion from half a mile west of Norland, westward two and a half miles.

A bridge over Crego's Creek on the above road, about two miles west from Kinmount, was renewed at a cost of \$316.

The municipality made a grant of \$230 to complete the approaches, which, it is understood, was spent by the overseer employed by the Department for the bridge.

MONMOUTH ROAD.

Fourteen miles repaired eastward from a point about five miles east of Haliburton. Thirty-three culverts were renewed.

MOUNTAIN GROVE STATION ROAD.

This road is described as follows:—Commencing at Mountain Grove Station of the Canadian Pacific Railway, on lot 14, concession 2, of Olden; thence south-easterly crossing lots 13, 12, 11, concession 3, and connecting with the Parham and Arden road. It is a low, expensive piece of work, and required a quantity of crosswaying timber, which was supplied by the municipality at a cost understood to be nearly as much as the Departmental expenditure, \$403.37.

MUD LAKE NARROWS BRIDGE.

Built to replace that erected in 1886, and is on the line of the Hyde's Chute and Sanson road, in the township of Matawatchan, the main and only road from east to west in that section of country.

The structure is comprised of three main spans of fifty feet in the clear each, and with the approaches is two hundred and forty feet long. The county of Victoria gave one-half the cost,

MUSKRAT LAKE ROAD.

The road allowance between the first and second concessions of the township of Westmeath, and improved between lots 23 and 27, two miles, which had been roughly chopped out before.

NORTH BAY AND TEMISCAMINGUE ROAD.

Repairs of a necessarily light character were made over sixteen miles, and are of great advantage to settlers who are filling the country rapidly. Several are occupying land twenty miles from North Bay.

NORTH SHORE ROAD.

This work was the reduction in length of a bridge 108 feet long over a creek near Grass Lake, in the vicinity of Haliburton. The approaches were filled in permanently, leaving an opening of fifty feet, over which a bridge was constructed.

NOSBONSING ROAD.

A road between South-East Bay, Lake Nipissing and Lake Nosbonsing.

One mile was opened this season from the east side of lot 24, concession 4 Ferris easterly through lot 23 and ending on lot 22. There is yet a length of three or four miles to be constructed before the settlement which it will serve is fully reached.

OPEONGO ROAD.

From Vanbrugh eastward two and a half miles were repaired.

OSCEOLA AND DISTRICT LINE ROAD.

A mile and a quarter of road made passable for vehicles between the fourth and fifth concessions of the township of Bromley from Eganville and Osceola road northward.

PEMBROKE AND MATTAWA ROAD.

A bridge one hundred feet long was built over Aumond creek, the former one having been destroyed by fire. A new site was chosen and a diversion of the road made as a general improvement.

PERRAULT SETTLEMENT ROAD.

Completion of repairs to the Opeonga road from the termination of last year's operations, two and a half miles. A bridge one hundred and ten feet long was built over Constant creek on lot 9, concession 6 of Grattan.

PETERSON ROAD.

Two and a half miles were well repaired between Bobcaygeon road and Bushkong bridge and four miles east and west of Papineau creek. The bridge which is three hundred feet long was rebuilt and an excellent job reported. It is at Papineau creek "Forks."

PETEWAWA 15 AND 16 SIDE LINE ROAD.

One and a quarter miles constructed through the fifth and sixth concessions of Petewawa on the side line indicated, and which, being low and marshy, required brushing and ditching.

POWASSAN AND CALLENDER ROAD.

The portion built this year is practically on the line between lots ten and eleven from that between the seventh and eighth concessions of Bonfield, southward to the second concession three and a half miles, the first mile of which had before been chopped out as a winter road.

RAGLAN ROAD.

A continuation from the work of last year and now reaching the Carlow road on lot number four in the fourth concession of Raglan. Length made this season one and a half mile.

REID ROAD.

The sum of \$200 was given to supplement grants of \$100 from the County of Peterborough and \$50 from the township of Galway, and was spent in opening and improving the road from lot 3 to lot 8 in the 16th concession of Galway, a mile and a half.

SCOTT ROAD.

Seven and a half miles of repairs, four of which were between Apsley and Coe Hill and three and a half in the township of Wollaston, namely, from lot 23, concession 10 to lot 32 concession 12.

SILVER LAKE ROAD.

A new work in the township of South Algona, between lots 29 and 30 in the sixth and seventh concessions, one mile in length.

In the eighth concession a steep hill was reduced and made available for public use.

SNAKE RIVER BRIDGE.

A bridge on the Stafford and Willberforce road, which was entirely reconstructed. The structure with the heavy earth approaches is three hundred feet long and required more than the grant to complete the work.

SOUTH HARVEY ROAD.

Upon a memorial from the township of Harvey, two grants of \$50 each were allowed to supplement equal sums voted by the council and spent on 1. South Harvey road between Sandy Lake bridge and Buckhorn; and 2. on the sixteenth line of Harvey between lot A. and lot 5, some five miles altogether.

STURGEON FALLS ROAD.

This road is between the first and second concessions of Springer township, extending this season west from lot number eight two miles.

The work was excessively heavy, the ground being low and wet.

SUDBURY ROAD.

A new road six and a half miles long and reaching settlers in the township of Rayside.

It was commenced near the village of Sudbury and constructed through a rough section on the west side of the Canadian Pacific Railway, where at the distance of three and a half miles it crosses the track, leaving the township of McKim, passing through an angle of the township of Snider and into Rayside.

The route is reported to be well selected and a very good and useful road for settlers and miners.

SYDENHAM AND BEDFORD ROAD.

Repaired from three miles north of Sydenham northward five and one half miles.

An additional sum (\$160) was allowed in order to complete repairs to Dessert lake, a further length of one and a half mile, and for repairing the bridge at the outlet of Otter Lake, all of which was accomplished.

WESTMEATH 9 CON. ROAD.

The completion of grading three miles referred to in last year's report. The road is now properly open for traffic.

WIDDIFIELD ROAD.

Two miles of heavy work through the second and third concessions and between lots twenty and twenty-one of Widdifield.

A destructive fire last year so injured the part opened that a considerable portion of the money was required and spent in restoring it to usefulness.

WIDDIFIELD AND PHELPS ROAD.

Two and a quarter miles constructed between concessions A. and B., from lot sixteen eastward, all in the township of Widdifield.

WILBERFORCE ROAD.

The raising and grading three quarters of a mile on the town line between Wilberforce and Stafford from concession 23 of the first named township northward.

WHITEFISH LAKE ROAD.

One portion of work was begun at lot 21 and continued to lot 3 in Cavendish. A second portion is new work from lot 16 to lot 19 in the fourteenth concession with some useful repairs on the same concession line from lot 22 to the boundary. Repairs were also made from lot 23 of Galway to the boundary line of Cavendish, altogether about three miles of improvements and nearly a mile of road opened.

WYLIE STATION ROAD.

This last work is on the town line between Buchanan and Rolph, from the Pembroke and Mattawa Road northward. Three quarters of a mile of a new road cut out forty feet wide and graded about twenty feet wide. It was low land requiring heavy brushing and ditching and therefore very expensive work.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES IN THE YEAR 1889.

NAME OF WORK.		Cash.	Supplies from De- partment.	Total.
NORTH DIVISION.		\$ c.	\$ c.	\$ c.
Batchewaning	Road	200 86		200 86
Cockburn Island	do	510 00	17 94	527 94
Coffin, additional	do	490 00		490 00
Coffin, 3rd Concession	do	490 00		490 00
Coyne's	do	496 63		496 63
Dayton Station	do	499 95		499 95
Dean's Lake	do	640 97	157 51	798 48
Galbraith	do	521 69	41 50	563 19
Goulais River	Bridge	85 05		85 05
Inspection		1,290 30		1,290 30
Manitoulin Island	Roads	2,937 70	386 41	3,324 11
Mississaga	Road	307 30		307 30
Nepigon	do	1,108 65		1,108 65
Rabbit Mountain and Whitefish Lake	do	1,099 38		1,099 38
Rainy River	do	3,463 10	524 37	3,987 47
Rat Portage	Bridge and	3,876 35		3,876 35
Rat Portage and Rainy River	do	2,200 00		2,200 00
Rock Lake	do	200 00		200 00
Spanish River	do	799 03	201 37	1,000 40
St. Joseph Island	do	850 19	230 91	1,081 10
Thessalon Station	do	380 00		380 00
Vankoughnet	do	755 03	244 63	999 66
		23,202 18	1,804 64	25,006 82
WEST DIVISION.				
Ah-mic	Road	401 87		401 87
Alsace	do	404 04		404 04
Bracebridge	do	800 57		800 57
Bridge repairs, M. and P. S. District		390 39		390 39
Brunel branch	Road	602 71		602 71
Burk's Falls	do	832 72	167 28	1,000 00
Cardwell	do	500 00		500 00
Commanda Creek	Bridge	440 00		440 00
Eagle Lake	Road	620 00	159 96	779 96
East River	Bridge	600 00		600 00
Hood's and Port Vernon (1876-9)	Road	14 00		14 00
Humphry, 4th Concession	do	356 24		356 24
Inspection		1,250 00		1,250 00
Kearney No. 2	Road	1,009 09	162 51	1,171 60
Long Point	do	453 32		453 32
Macaulay	do	816 34	185 53	1,001 87
Maple Island	Bridge	600 00		600 00
McDougall	Road	500 00		500 00
McDougall & McKellar	do	375 78		375 78
Middle River	Bridge	100 51		100 51
Mills	Road	474 19	41 50	515 69
Missionary	do	500 11		500 11
Monteith & Perry	do	665 75	154 13	819 88
Muskoka	do	593 71	218 06	811 77
Musquosh	Bridge	6 00		6 00
North Cardwell	Road	500 49		500 49
Northern	do	1,155 54	148 37	1,303 91
North-west	do	493 95	136 14	630 09
Oka	do	829 21	202 63	1,031 84
Orange Valley	do	500 85		500 85
Otter Lake	do	450 00		450 00
Parry Sound	do	1,877 83	165 32	2,043 15
Powassan	do	615 93	183 25	799 18

SUMMARY OF EXPENDITURE, Etc.—Continued.

NAME OF WORK.		Cash.	Supplies from De- partment.	Total.
WEST DIVISION.—Continued.		\$ c.	\$ c.	\$ c.
Rainy Lake.....	Road	303 05		303 05
Rosseau Falls.....	do	115 00		115 00
Ryde.....	do	803 23		803 23
Ryde Centre.....	do	154 79		154 79
Ryerson Centre.....	do	499 23		499 23
South Armour.....	do	400 82		400 82
South River.....	do	500 03		500 03
Stephenson town line.....	Bridge	1,200 00	150 29	1,350 29
Stony Creek.....	do	101 40		101 40
Storage and freight.....		5 00		5 00
Strong 30 side line.....	Road	499 15		499 15
Trout Lake Junction.....	do	500 50		500 50
Westphalia.....	do	1,200 00	293 93	1,493 93
		26,013 34	2,368 90	28,382 24
EAST DIVISION.				
Addington.....	Road	624 29		624 29
Alice and Petewawa.....	do	499 80		499 80
Alice, 3rd Concession.....	do	516 30		516 30
Alice and Wilberforce.....	do	251 10		251 10
Anstruther.....	do	514 74		514 74
Antoine.....	do	534 82		534 82
Bedford (1886).....	Bridges	150 00		150 00
Bell's Rapids.....	Road	200 00		200 00
Bobcaygeon.....	do	869 76	130 69	1,000 45
Blairhampton.....	do	251 30		251 30
Buckhorn.....	do	200 00		200 00
Burleigh.....	do	671 31		671 31
Calabogie.....	Bridge	1,000 00		1,000 00
Callender.....	Road	500 00		500 00
Callender and North Bay.....	do	500 75		500 75
Calvin.....	do	302 23		302 23
Cameron.....	do	952 92	182 61	1,135 53
Chandos.....	do	278 62		278 62
Combermere.....	Bridge	547 00		547 00
Copper Cliff.....	Road	153 00		153 00
Cross Lake (balance).....	Bridge	212 50		212 50
Dalton, 25 and 26, S. L.....	Road	206 29		206 29
Douglas and Scotch bush.....	do	257 00		257 00
Eganville and Cobden.....	do	464 04		464 04
Eganville and Foy.....	do	290 00		290 00
Eganville and Killaloe.....	do	508 67		508 67
Fraser and Alice.....	do	496 94		496 94
Frontenac.....	do	500 00		500 00
Gelert Station.....	do	209 77	49 25	259 02
Gilmour Station.....	do	411 05		411 05
Golden and Round Lake.....	do	199 75		199 75
Gull Lake.....	do	200 00		200 00
Hagarty, 4th and 4th Concession.....	do	522 43		522 43
Hastings.....	do	762 38	122 82	885 20
Harvey.....	do	834 55		834 55
Herschel.....	do	309 39		309 39
Herschel and Faraday T. L.....	do	200 57		200 57
Hinchinbrooke.....	do	200 00		200 00
Hyde's Chute.....	Bridge	1,000 00		1,000 00
Indian River.....	do	158 55		158 55
Inspection { Balance of 1889.....		559 27		3,096 34
Lake Township.....	Road	2,537 07		
		516 42		516 42

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

NAME OF WORK.		Cash.	Supplies from De- partment.	Total.
EAST DIVISION.— <i>Continued.</i>		\$ c.	\$ c.	\$ c.
L'Amable Du Fond	Bridge	63 75		63 75
Lavant	Road	506 31		506 31
Laxton	do	100 00		100 00
Lonsdale and Bridgewater	do	600 25		600 25
Mackay's Station and Petewawa	do	501 18		501 18
Mattawa	do	600 14		600 14
Mattawa	Bridge	4,846 72	234 11	5,080 83
Mattawa and Callender	Road	1,007 26		1,007 26
Mattawa and Temiscamingue	do	998 64		998 64
Mississippi	do	1,338 70	251 37	1,590 07
Monck	do	1,205 88	54 80	1,260 68
Monmouth	do	983 07		983 07
Mountain Grove Station	do	403 37		403 37
Mud Lake Narrows	Bridge	851 73		851 73
Muskrat Lake	Road	249 84		249 84
North Bay and Temiscamingue	do	996 99		996 99
North Shore	do	163 34		163 34
Nosbonsing	do	377 15	107 74	484 89
Opeongo	do	508 78		508 78
Osecola and District Line	do	499 30		499 30
Pembroke and Mattawa (Aumond Creek Bridge)	do	449 93		449 93
Perreault Settlement and Sanson's	Road	401 55		401 55
Peterson	do	726 60		726 60
Petewawa, 15 and 16 Side Line	do	201 07		201 07
Powassan and Callender	do	757 83	246 32	1,004 15
Raglan	do	401 00		401 00
Reid	do	350 00		350 00
Ross and Bromley, T. L. (balance)	do	25 00		25 00
Scott	do	604 83		604 83
Sharbot Lake (balance)	Bridge	40 00		40 00
Silver Lake	Road	302 12		302 12
Snake River	Bridge	749 00		749 00
South Harvey	Road	200 00		200 00
Sturgeon Falls	do	836 69	161 66	998 35
Sudbury	do	1,624 45	493 00	2,117 45
Sydenham and Bedford	do	746 42		746 42
Victoria Road (balance)	Bridge	19 56		19 56
Westmeath, 9th Concession	Road	510 00		510 00
Widdifield	do	796 38		796 38
Widdifield and Phelps	do	613 19		613 19
Wilberforce	do	253 75		253 75
Whitefish Lake	do	635 95		635 95
Wylie Station	do	501 79		501 79
		49,624 09	2,034 37	51,658 46
MUNICIPAL GRANTS, REFUNDS, ETC.—				
Municipality of Harvey, for South Harvey Road	\$100 00			
County of Peterborough, for Harvey Road	200 00			
“ “ “ Reid	100 00			
“ “ “ Burleigh “	175 00			
“ Hastings—Lonsdale and Bridgewater Road	300 00			
“ “ Lake Township	250 00			
Municipality of Harvey—Harvey	200 00			
“ Galway—Reid	50 00			
W. T. Pateman, Refund—Cockburn Island	5 89			1,380 89
Departmental Expenditure				

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

RECAPITULATION.

	\$ c.	\$ c.	\$ c.
I. North Division	25,006 82		
II. West Division	28,382 24		
III, East Division	51,658 46		
Less Municipal grants and refunds		105,047 52 1,380 89	
Total Departmental Expenditure			103,666 63

HENRY SMITH,
Superintendent Colonization Roads.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1889.

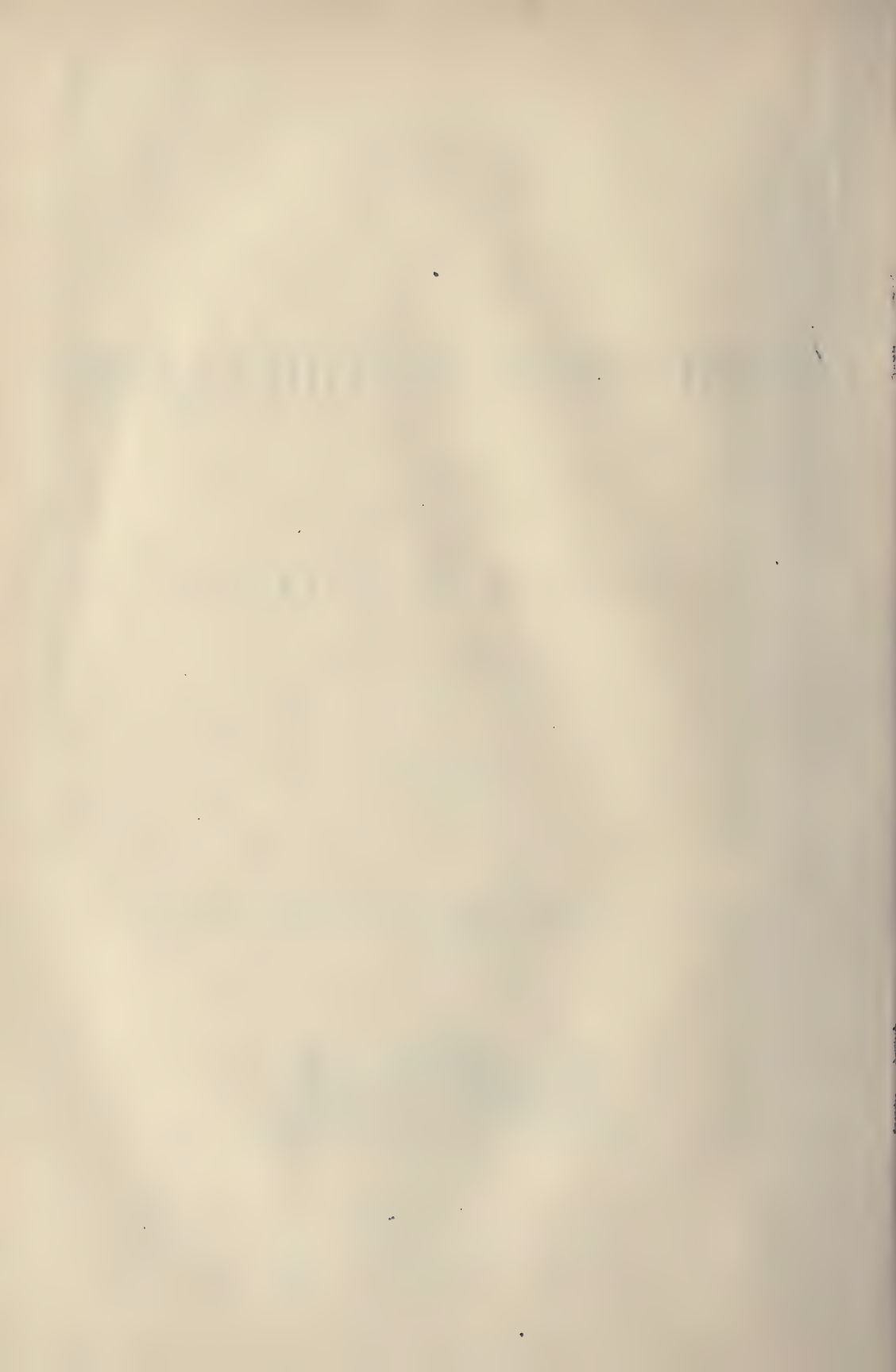


REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO
FOR THE YEAR
1890.

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.



TORONTO:
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1891.



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REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO,
FOR THE YEAR 1890.

*To His Honor the Honorable SIR ALEXANDER CAMPBELL, K. C. M. G.,
Lieutenant Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOR :

As required by law, I submit for the information of your Honor and the Legislative Assembly a Report for the fiscal year ending on the 31st December, 1890, of the management, etc., of the Crown Lands of the Province.

CLERGY LANDS.

The area of these lands sold during the year was 780 acres, aggregating in value \$1,219.76. The amount collected on account of these and former sales was \$6,037.88. (See Appendix No. 3 page 5.)

CROWN LANDS.

During the past summer considerable interest was excited by discoveries from time to time of large deposits of nickel, a valuable economic mineral. These discoveries were made in the already well known Sudbury region, and were so extensive as to create a sort of boom, which led to numerous applications to the Department for leave to purchase mining lands. By Order in Council, dated the 29th November, 1890, the nickel bearing region was withdrawn from sale or location until further notice.

The area of Crown Lands sold during the year was 50,045 acres, aggregating in value \$79,847.39. The collection on account of these and sales of former years amounted to \$74,031.78. (See Appendix No. 3 page 5.)

COMMON SCHOOL LANDS.

The area of these lands sold during the year was 220 acres, aggregating in value \$766.50. The collection on account of these and former sales amounted to \$11,758.24. (See Appendix No. 3 page 5.)

GRAMMAR SCHOOL LANDS.

The number of acres sold during the year was 534, aggregating in value \$367.00. The collection on account of these and former sales was \$1,538.27. (See Appendix No. 3 page 5.)

RAILWAY LANDS.

Under "Railways Aid Act" of 1889, 52 Vic., Chap. 35., certain lands were set apart to be sold for the purpose of forming a fund to recoup the Province in respect of monies expended in aiding Railways—of these lands 9,406 acres were sold aggregating in value \$18,577.20. The collections were \$11,562.56. (See Appendix No. 3 page 5.)

COLLECTIONS AND REVENUE.

The total collection of this Department on account of all sources of Revenue was \$1,113,052.29. (See Appendix No. 4 page 6.)

DISBURSEMENTS.

The total disbursements of the Department on account of all services and expenditure was \$290,953.10. (See Appendix, No. 6 page 8.)

WOODS AND FORESTS.

The total collections for the year amounted to \$916,155.67, which includes \$135,479.53 on account of bonuses, leaving the revenue from timber dues, ground rent, etc., to be \$780,676.14.

The revenue from Woods and Forests is somewhat below the estimate, which is accounted for by the collapse in the square and waney board timber trade, there being very little demand for this class of timber during the past year. While, therefore, the quantity of timber estimated was got out, it was unsaleable—is still in the hands of the producers, and the dues remain unpaid. There was also a depression in the sawed lumber trade during part of the season, and this, together

with the financial stringency which prevailed later on, made collections somewhat slow. The reduction of the import duty upon sawn lumber going into the United States from \$2 to \$1 per thousand feet board measure came too late in the year to have very much effect on last season's business, although there was a stiffening towards the close of the year, due, no doubt, to the reduction in question. The quantity of timber being got out this year is very small, and there is also a reduction in the output of logs. It is reasonable, therefore, to expect for the coming season a fair business at remunerative prices, and that the reduction of the American import duty will enlarge our market to some extent—more particularly for the coarser grades of lumber.

In order to enable those owning mills in the North-west part of the province to obtain supplies of timber, in harmony with the policy prevailing in other parts, it was determined to hold a sale of a limited area of timber berths as soon as the necessary surveys and explorations could be completed. With this object in view, an adequate staff was placed in the field, and the necessary information was obtained to warrant the holding of a timber sale on the first of October last. There was a large attendance at the sale, and fair prices were realized. Four hundred and eighty-five miles were offered, all of which, except $18\frac{1}{2}$ miles, were in the territory west of Thunder Bay. Three hundred and forty-three and three-quarter miles were knocked down on the day of sale, for \$321,956.25, and thirty-three miles were sold subsequently at the upset price, realizing \$24,300, making a total mileage sold of $376\frac{1}{2}$, realizing \$346,256.25, or an average of \$919.06 per mile bonus for the mere right to obtain license. There has been paid on account \$110,729.53, leaving outstanding \$235,526.72.

FIRE RANGING.

This service continues to give satisfaction and is more largely taken advantage of from year to year. There were no fires during the past year.

There were 83 Rangers on duty during the dangerous part of the season, and the total cost of the service was \$17,525.43, one half of which is refundable by the licensees.

FISHERIES.

The reports received from Fishery Overseers and others lead me to believe the law was fairly well observed.

The Revenue, &c., from permits was \$441.00.

GAME LAWS.

Under the amendment to the Game Law, which requires foreigners to take out permits to hunt deer, 19 permits were issued, the revenue from which amounted to \$190.

FREE GRANTS.

Last year there were 153 townships open for settlement, and during this year the township of Cavendish has been added.

During the year just closed 610 locations were made on 83,273 acres of land, and 53 locatees purchased 2,345 acres ; 456 patents were issued to locatees. (See Appendix, No. 9, page 16.)

CROWN SURVEYS.

The following surveys of townships have been carried out this year :

In the District of Nipissing the townships of Barron and Guthrie have been sub-divided into farm lots of 100 acres each ; the townships of Appelby, Blain, Charlton, Cleland, Garrow, Gladman, Hawley, Lockhart, Lyman and Sharpe into lots of 320 acres each. In the District of Algoma the townships of Shakespeare and Totten, have been sub-divided into lots of 320 acres each ; and the Boundary line between the Districts of Thunder Bay and Rainy River has been run for a distance of 120 miles north from the base line run in 1888, from the township of Strange in the district of Thunder Bay to Hunter's Island in the District of Rainy River. The outlines of a number of Timber Berths in the Districts of Algoma, Thunder Bay and Rainy River have been surveyed, and several minor surveys have also been executed.

The returns of the above named surveys have, so far as received, been examined and in most cases closed. The particulars of these surveys will be found in Appendices Nos. 14 and 15, pages 24 and 25 inclusive.

The Surveyors' reports in relation to the surveys will be found in Appendices Nos. 20 to 34, pages 33 to 53 inclusive.

MUNICIPAL SURVEYS.

The Department has during the year issued instructions for a survey in the township of Nepean, on the petition of the Municipal Council of the Corporation thereof ; and has during the year confirmed ten Municipal Surveys in the township of Barton, Clinton, Downie, Enniskillen, Nepean, Pelham, Plympton, Sombra, St. Vincent and Wainfleet.

The particulars relating to these surveys will be found in Appendices Nos. 12 and 13, pages 21 to 23 inclusive.

MINERAL SURVEYS.

The General Mining Act requires that applicants to purchase mining lands in unsurveyed territory, shall file Surveyor's plans, field notes, and descriptions by metes and bounds of their locations in the Department, before any sale is carried

out. Under this Statutory regulation, a number of applicants in the Districts of Algoma, Nipissing, Rainy River and Thunder Bay, have filed plans, etc., etc., and an area of upwards of 14,000 acres has been sold and patented to them, for which upwards of \$28,000 has been received.

The particulars relating to these surveys and sales will be found in Appendices Nos. 16 and 17, pages 26 to 29 inclusive.

COLONIZATION ROADS.

The work done during the year was as follows:—Miles of new road constructed—180; Miles of road repaired—400; Bridges erected—30; Bridges repaired—12. The work done was carefully inspected and reported to be of a satisfactory and substantial character.

The total expenditures was \$127,577.60 of which certain items amounting to \$2,770.20 were refunded, leaving the net Departmental expenditure to be \$124,807.40.

The work of the Department is rapidly growing, owing to the greatly increased area over which control and supervision are now exercised. The region formerly known as the Disputed Territory has practically doubled the area to be administered by this Department, the affairs of which, as to the adjustment of disputes, issuing of titles, supervision of timber resources, explorations and surveys, construction of colonization roads and bridges, etc., entail enormous labor and require careful attention, and the work in this connection may be said to be in its infancy. By the amendment of last Session to The Timber Slide Companies Act, the supervision and control of all companies in existence, or being formed, with the object of facilitating the transmission of timber down the rivers and streams of the Province, was transferred from the Department of Public Work to this Department, and added materially to its responsibilities and work. The Cullers Act of last Session, with the administration of which this Department is also charged, gave rise to a good deal of correspondence during the year. Perhaps the best indication of the volume of work is afforded by the correspondence of the Department, which aggregated last year some 39,000 letters received and answered, containing some 34,000 enclosures. The actual increase over the previous year was in letters and enclosures nearly 3,500.

Respectfully submitted,

A. S. HARDY,
Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1890.



APPENDICES.

APPENDIX NO. 1.

Return of Officers and Clerks in the Department of Crown Lands, for the year 1890.

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
				\$ c.	
Free Grant and Sales	Hon. A. S. Hardy	Commissioner	1889, January 19	4,000 00	
	Aubrey White	Assistant Commissioner	1882, January 1	2,800 00	
	George Kennedy	Law Clerk	1872, February 1	2,000 00	
	F. Yeigh	Shorthand Writer and Clerk	1880, March 1	1,250 00	
	A. Kirkwood	Chief Clerk	1854, March 21	1,900 00	
Free Grant and Sales	J. J. Murphy	Clerk in charge of Free Grants	1872, May 1	1,300 00	
	Julian Sale	Clerk	1871, August 5	950 00	
	E. S. Williamson	"	1889, May 1	750 00	
	C. J. M. Hardy	"	1890, May 31	700 00	
	G. B. Kirkpatrick	Chief Clerk	1866, January 30	1,900 00	
Surveys, Patents and Roads	W. Revell	Clerk	1871, October 2	1,200 00	
	W. F. Lewis	"	1872, February 5	1,000 00	
	J. M. Grant	Chief Clerk, Patents	1860, May 12	1,400 00	
	Pedro Alna	Clerk	1871, August 1	1,200 00	
	Henry Smith	Superintendent of Colonization Roads	1881, January 1	1,900 00	
Woods and Forests	C. Cashman	Clerk	1872, September 1	1,150 00	
	J. H. Bradshaw	"	1884, June 1	850 00	
	G. B. Cowper	Chief Clerk	1857, October 14	2,000 00	Resigned 1st June, 1890.
	J. A. G. Crozier	"	1867, December 1	1,650 00	
	Theo. C. Taylor	Clerk	1887, August 1	1,350 00	
Woods and Forests	H. E. Hardy	"	1883, November 1	1,100 00	
	H. E. Rudge	"	1881, September 1	950 00	
	P. J. Durkin	"	1888, October 1	800 00	
	Alex. McLaren	"	1890, May 22	800 00	
	J. B. Pardee	"	1890, May 8	700 00	

APPENDXI NO. 1.—Continued.

RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1890.

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
Accountants.....	D. G. Ross.....	Accountant	1861, April 15	\$ c. 1,700 00	Resigned May, 1890.
	R. H. Browne	Chief Clerk, Agents' Returns	1862, May 14	1,400 00	
	E. Leigh	Clerk	1873, December 20	1,200 00	
	J. J. Kelly	"	1888, March 19	800 00	
	C. P. Higgins	"	1873, July 1	1,100 00	
	C. S. Jones	Registrar	1890, May 22	1,400 00	Resigned Aug., 1890.
	J. Bradshaw	Office Keeper	1852, March 27	500 00	
	A. McDonald	Messenger	1862, May 19	550 00	
	F. Frank	Fireman	1886, December 1	500 00	
	D. Kinnan	Night Watchman	1873, April 1	500 00	

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1890.

APPENDIX No. 2.

List of Crown Land Agents for the Disposal of Free Grants, 1890.

Name.	District or County.	Date of Appointment.	Salary per Annum.	Remarks.
Anderson, D.	Part of Peterborough.	1870, November 21.	\$ c.	
Best, S. G.	" Parry Sound District.	1875, March 23.	500 00	
Brown, C. P.	" Algoma District.	1872, June 25.	500 00	
Cockburn, J. D.	" Nipissing District.	1884, May 21.	500 00	Agent for Sale of Lands.
Day, J. F.	" Algoma District.	1875, July 19.	500 00	
Dawson, G. W.	" Frontenac and Addington.	1882, February 17.	500 00	
Dill, J. W.	" District of Muskoka.	1888, August 1.	500 00	
Duncan, A. G.	St. Joseph Island.	1883, December 23.	200 00	Resigned, August 1890.
Fielding, W.	Part of Victoria.	1882, February 23.	500 00	
Gilligan, B. J.	" Nipissing District.	1884, March 26.	500 00	
Hamilton, G.	St. Joseph Island.	1890, September 20.	200 00	
Handy, E.	Part of Parry Sound District.	1879, January 3.	500 00	
Kennedy, J. D.	" Renfrew.	1885, October 30.	500 00	
Mackay, T.	" Parry Sound District.	1881, December 5.	500 00	
Macpherson, R.	" Frontenac.	1871, July 18.	500 00	Agent for Sale of Lands.
McDonald, D. G.	" Algoma District.	1888, December 3.	500 00	Agent for Sale of Lands.
Nichols, W. L.	" Algoma District.	1885, August 27.	500 00	
Reeves, J.	" Nipissing District.	1872, February 12.	500 00	
Rufan, J. F.	" Thunder Bay District.	1889, May 16.	400 00	Agent for Sale of Lands.
Ryan, T. J.	" Algoma District.	1888, June 15.	500 00	
Scarlett, J. S.	" Parry Sound District.	1880, June 17.	500 00	
Stewart, C. R.	" Hastings and Peterborough.	1882, May 1.	500 00	
Tait, J. R.	" Hastings.	1889, May 28.	500 00	
Whelan, J.	" Renfrew.	1884, September 19.	500 00	

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1890.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 3.

STATEMENT of Lands Sold, Amount of Sales, and Amount of Collections for the year 1890

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		\$ c.	\$ c.
Railway Lands	9,406 $\frac{1}{2}$	18,577 20	11,562 56
Crown Lands	50,045	79,847 39	74,031 78
Clergy Lands ..	780 $\frac{23}{100}$	1,219 76	6,037 88
Common School Lands.....	220 $\frac{3}{4}$	766 50	11,758 24
Grammar School Lands	534 $\frac{1}{2}$	367 00	1,538 7
Total	60,996 $\frac{27}{100}$	100,777 85	104,928 73

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1890.

APPENDIX No. 4.

STATEMENT of the Gross Revenue of the Department of Crown Lands for the year 1890*

SERVICE.	\$	\$ c.
<i>Land Collections:</i>		
Railway Lands.....	11,562 56	
Crown Lands.....	74,031 78	
Clergy Lands..	6,037 88	
Common School Lands	11,758 24	
Grammar School Lands.....	1,538 27	
Rent	130 00	
In Suspense	80,512 40	
		185,571 13
<i>Woods and Forests.</i>		
Timber Dues	722,580 14	
Ground Rent.....	58,096 00	
Bonus	135,479 53	
		916,155 67
Casual fees	397 38	
Surveyor's fees	104 80	
Fishing license fees	441 00	
Hunting license fees	190 00	
		1,193 18
<i>Expenditure Refunds:</i>		
Forest Fire Prevention	6,604 06	
Destitute Settlers.....	52 80	
Inspections.....	126 75	
Colonization Roads	2,770 20	
Surveys	578 50	
		10,132 31
		1,113,052 29

D. GEO. ROSS,
Accountant.AUBREY WHITE,
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1890.

APPENDIX No. 5.

Statement of the Receipts of the Crown Lands which are considered as Special Funds.

SERVICE.	\$ c.	\$ c.
<i>Clergy Lands :</i>		
Principal	3,515 91	
Interest.....	2,521 97	
		6,037 88
<i>Common School Lands :</i>		
Principal.....	4,646 40	
Interest.....	7,111 84	
		11,758 24
<i>Grammar School Lands :</i>		
Principal.....	914 47	
Interest.....	623 80	
		1,538 27
<i>Railway Lands :</i>		
Principal.....		11,562 56
		30,896 95

D. GEORGE ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1890.

APPENDIX No. 6.

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1890.

SERVICE.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
<i>Salaries—Land.</i>			
Anderson, D	500 00		
Best, S. G.	500 00		
Brown, C. P.	500 00		
Cockburn, J. W.	500 00		
Dawson, G. W.	500 00		
Dill, J. W.	500 00		
Day, J. F.	500 00		
Duncan, A. G.	200 00		
Fielding, W.	500 00		
Gilligan, B. J.	500 00		
Handy, E.	500 00		
Kennedy, J. D.	500 00		
Macdonald, D. G.	500 00		
Mackay, T.	500 00		
Macpherson, R.	500 00		
Nichols, W. L.	500 00		
Reeves, J.	500 00		
Ruttan, J. F.	400 00		
Ryan, T. G.	500 00		
Scarlett, J. S.	500 00		
Stewart, C. R.	500 00		
Tait, J. R.	500 00		
Whalen, J.	500 00		
		11,100 00	
<i>Salaries—Timber.</i>			
Barnes, Geo.	675 00		
Campbell, P. C.	1,600 00		
Margach, W.	1,600 00		
Macdonald, D. F.	1,600 00		
Macdonald, W. J.	1,500 00		
Darley, E. J., clerk.	900 00		
Larose, S. C., "	819 40		
J. B. Pardee, "	386 66		
Mackay, John.	800 00		
Nicholson, B., clerk	506 25		
Munro, H.	1,200 00		
McWilliams, J. B.	2,000 00		
Tassie, D.	100 00		
		13,687 31	
<i>Mines.</i>			
Slaght, A., Inspector		200 00	
<i>Fisheries.</i>			
Clark, N.	50 00		
Flanagan, N.	75 00		
Little, John T.	50 00		
Moore, F. J.	50 00		
McDermott, B.	50 00		
McKewan, S. R.	50 00		
Smith, R. R.	50 00		
Wilmott, J. H.	50 00		
		425 00	
Carried forward			

APPENDIX No. 6.—*Continued.*

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1890.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			
AGENTS' DISBURSEMENTS.			
<i>Land.</i>			
Anderson, D.	7 30		
Brown, C. P.	8 50		
Cockburn, J. D.	20 29		
Dill, J. W.	35 62		
Day, J. F.	9 08		
Duncan, A. G.	6 22		
Fielding, W.	5 95		
Handy, E.	23 24		
Kennedy, J. D.	12 66		
Mackay, T.	9 58		
Nichols, W. L.	5 26		
Ruttan, J. F.	29 00		
Ryan, T. J.	62 00		
Scarlett, J. S.	15 00		
Stewart, C. R.	27 28		
Tait, J. R.	8 45		
Whalen, J.	5 91		
		291 34	
<i>Timber.</i>			
Barnes, Geo.	185 80		
Campbell, P. C.	251 90		
Margach, W.	537 56		
Macdonald, D. F.	385 00		
Macdonald, W. J.	1,111 23		
Mackay, John.	839 69		
Munro, H.	150 00		
McWilliams, J. B.	258 60		
		3,669 78	
<i>Miscellaneous.</i>			
Allan, B., Inspection	5 00		
Elliott, H., "	64 25		
Henderson, J., "	18 00		
Jarvis & Hardy, re claim commission at Rat Portage, etc.	310 00		
Margach, M., services as acting agent	125 00		
Murphy, J. J., travelling expenses	41 50		
McRae, J., Inspection	4 50		
Nickerson, W., "	16 50		
Ross, D. G., travelling expenses	25 00		
Ryan, W. H., Inspection	19 50		
Suasdell, J., "	6 20		
Stephenson, E. F., "	30 00		
Stewart, J. McK., "	10 00		
Taylor, T. C., travelling expenses	19 00		
Yeigh, F., "	22 10		
" Inspection of Agencies and expenses	250 00		
White, A., travelling expenses	188 00		
Yuell, A. B., inspecting	8 00		
		1,162 55	
			30,535 98
<i>Carried forward</i>			

APPENDIX No. 6.—*Continued.*

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1890.

SERVICE.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>						
<i>Wood Ranging and Inspection of Timber Lands.</i>						
Beck, Geo.....			1,151	35		
Brady, John.....			805	00		
Bremner, J. L.....			1,262	25		
Brennan, P.....			705	00		
Brooks, A.....			638	40		
Campbell, B. J.....			257	90		
Campbell, P. C.....			200	00		
Coville, J.....			141	00		
Cunningham, J.....			946	17		
Fraser, D.....			1,150	00		
Gardner, J.....			1,370	00		
Garrow, E.....			100	00		
Halliday, F.....			1,277	50		
Halliday, J.....			797	00		
Johnson, S. M.....			1,600	87		
Kennedy, John.....			1,081	72		
Ludgate, T.....			1,204	40		
Margach, W., explorations <i>re</i> timber sale.....			5,787	00		
Moore, D. H.....			1,205	85		
McCogherty, P.....			881	60		
McGown, T.....			560	00		
McGown, W.....			1,047	15		
McRae, J. F.....			222	00		
Oliver, W.....			79	50		
Paget, Geo.....			1,784	51		
Regan, John, <i>re</i> timber sale, etc.....			2,108	07		
Robinson, A.....			50	00		
Robinson, W.....			1,345	55		
Roschow, T.....			268	20		
Russell, W.....			800	00		
Shaw, Jos.....			1,114	16		
Smith, J. W.....			1,195	25		
Stephens, J. J.....			150	00		
Sullivan, J.....			100	00		
Taylor, T. W.....			220	00		
Thompson, R.....			840	00		
Turgeon, J. B.....			730	00		
White, J. B.....			1,105	00		
					36,282	40
<i>Fire Ranging.</i>						
Aussaint, T.....			210	00		
Austin, C.....			262	00		
Austin, J.....			262	00		
Boland, A.....			206	00		
Boland, J. J.....			216	00		
Boland, W.....			214	00		
Breeze, J.....			262	00		
Bremner, W.....			214	00		
Bromley, T.....			262	00		
Burkitt, L.....			363	00		
Brown, J. S.....			492	00		
Cochrane, J.....			192	00		
Coghlin, J.....			262	00		
Columbus, W.....			188	00		
Cameron, J.....			312	00		
Conway, J.....			262	00		
<i>Carried forward</i>						

APPENDIX No. 6.—Continued.

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1890.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			
<i>Fire Ranging.—Continued.</i>			
Creswell, W.		94 00	
Donally, R. S.		176 00	
Dufond, I.		140 00	
Elcome, S.		268 00	
Elliott, W.		104 00	
Elmhurst, W.		188 00	
Fisher, D.		264 00	
Fleming, Geo.		208 00	
Foster, M.		262 00	
Gagnon, A.		524 00	
Garr, J.		105 00	
Garvey, P.		262 00	
Gilroy, S.		262 00	
Granbarger, T.		262 00	
Grimes, G.		260 00	
Haley, O.		262 00	
Hoff, J. S. M.		240 00	
Hostetter, J. B.		113 00	
Howden, F.		262 00	
Johnson, R. W.		262 00	
Johnston, W.		238 00	
Kemp, A.		78 00	
Kirby, T.		84 00	
McCormack, J. C.		136 00	
McDonald, J. W.		262 00	
McDonald, W. H.		104 00	
McDougall, D.		156 00	
McGown, W.		88 00	
McGregor, J.		262 00	
McGuey, D.		308 59	
McInnis, J.		212 00	
McIntosh, D.		208 00	
McKay, A.		180 00	
McMullin, J.		524 00	
McNabb, W. C.		262 00	
McNeil, J.		262 00	
Maves, W.		226 00	
Munro, H.		150 00	
Murphy, J.		260 00	
Nevers, C.		484 00	
O'Grady, T. L.		262 00	
O'Neil, A. J.		150 00	
Oram, J.		262 00	
Ploura, C.		422 00	
Parker, J.		130 00	
Prince, A.		262 00	
Rawson, C. E.		112 00	
Ryan, R.		90 00	
Sage, W.		142 00	
Sedgwick, J.		152 00	
Shea, M.		211 50	
Sheehan, P.		260 00	
Skuce, T.		290 54	
Smith, A. C.		492 80	
Streatfield, L. C.		234 00	
Stewart, J. E.		88 00	
<i>Carried forward</i>			

APPENDIX No. 6.—*Concluded.*

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1890.

SERVICE.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>						
<i>Fire Ranging.—Continued.</i>						
Thomson, F. H.....			264	00		
Vannier, N.....			267	00		
Young, W.....			262	00		
					17,525	43
Refunds.....					16,762	27
Colonization Roads.....					127,577	60
Surveys.....					47,813	28
Board of Surveyors.....					280	00
<i>Contingencies.</i>						
Printing and binding.....			1,886	93		
Stationery.....			1,642	45		
Postage and telegraphing.....			1,389	90		
Office keeper.....			291	00		
Messenger.....			590	00		
Fireman.....			558	75		
Night watchman.....			500	00		
Extra clerks.....			1,800	90		
Auctioneer, timber sale.....			300	00		
Subscriptions and advertising.....			4,702	95		
Sundries.....			513	26		
					11,176	14
					290,953	10

D. GEORGE ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1890.

APPENDIX No. 7.

WOODS AND FORESTS.

STATEMENT of Revenue collected during the year ending 31st of December, 1890.

	\$	c.	\$	c.
Amount of Ottawa collections.....	260,328	29		
" " at Quebec.....	23,000	30		
			283,328	59
Amount of Belleville District collections.....	92,193	51		
			92,193	51
Amount of Western District collections at Department.....	517,532	57		
" " " at Quebec.....	23,101	00		
			540,633	57
Total			916,155	67

AUBREY WHITE,
Assistant Commissioner.

J. A. G. CROZIER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1890.

APPENDIX

WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

AGENCIES.	QUANTITIES AND						
	Area covered by Timber Licenses.	SAW LOGS.				SQUARE	
		White Pine.		Other.		White Pine.	
		Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
Western Timber District....	7,278	2,880,630	268,632,108	10,535	564,199	30,491	1,672,946
Ottawa Timber District.....	4,777	1,568,144	193,338,688	11,707	1,380,720	30,251	1,473,100
Belleville Timber District...	1,500	583,456	57,245,005	21,089	1,363,563	1,554	80,118
Total.....	13,555	5,032,230	519,215,801	43,331	3,308,482	62,296	3,226,164

GENERAL STATEMENT OF

AGENCIES.	Hemlock.		Railway Ties.	Cordwood.		Pile Timber.		Telegraph Poles.	Traverses.	Linal Cedar.
	Pcs.	Feet.		Hard Cords.	Soft Cords.	Pcs.	Feet B. M.			
Western Timber District....			619,418	3,928	24,810	2,383	11,664			
Ottawa Timber District.....	33	459	27,331	210	849			91	1,225	88,320
Belleville Timber District...	1,249	51,756	25,661	60	114			377		74,026
Total.....	1,282	52,215	672,410	4,198	25,773	2,383	11,664	468	1,225	162,346

J. A. G. CROZIER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1890.

No. 8.

FORESTS.

Rent and Bonus during the year ending 31st of December, 1890.

DESCRIPTION OF TIMBER.

TIMBER.		Boom and Dimension Timber.		Ash, Elm and Basswood.		Oak.		Tamarac.	
Red Pine.									
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
694	29,709	82,096	21,982,953	{ A. 16 E. 25 B. 2	{ 516 1,201 79	}		1	39
3,551	136,756	43,752	6,389,645	{ A. 83 B. 9 E. 29	{ 3,074 335 1,540				
.....		23,015	4,965,200	{ A. 45 B. 13 E. 65	{ 1,020 346 2,551	82	1,865	111	5,249
4,245	166,465	148,863	33,337,798	{ A. 144 E. 119 B. 24	{ 4,610 5,292 760	} 82	1,865	117	5,474

TIMBER, Etc.—Continued.

Cedar Posts.	Bolts.	Head Blocks.	AMOUNTS ACCRUED.				
			Interest, Trespass, etc.	Timber Dues.	Ground Rent.	Bonus.	Total.
Cords.	Cords.	Pieces.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
.....	2,110	99	6,465 48	377,374 70	31,550 00	135,479 53	550,869 71
.....	1,412	.....	666 52	234,179 49	21,447 00	.....	256,293 01
587	38	.....	188 53	66,321 78	5,099 00	.....	71,609 31
587	3,560	99	7,320 53	977,875 97	58,096 00	135,479 53	878,772 03

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 9.

RETURN of the number of locatees and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of the settlement duties, and of patents issued under the Free Grants and Homesteads Acts during the year 1890.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots the locations of which have been cancelled.	Number of patents issued.
Baxter	Muskoka	J. W. Dill, Bracebridge.....	2	153	.....	.....	.....	.....
Brunel			3	372	.....	.....	5	3
Chaffey			9	1153	1	2	10	3
Draper			5	525	.....	.....	5	2
Franklin			8	834	2	139	6	5
Macaulay			4	598	.....	.....	4	3
Medora			15	2302	1	50	23	7
Monck			1	200	1	71	1	3
Morrison			6	777	.....	.....	13	1
Muskoka			5	714	.....	.....	9	1
McLean			4	436	1	100	7	3
Oakley			4	583	.....	.....	2	.....
Ridout			3	525	.....	.....	3	3
Ryde			3	336	.....	.....	1	1
Sinclair			10	1554	1	11	5	2
Sherbourne			1	100	.....	.....	.....	4
Stephenson .....			.....	.....	.....	.....	3	2
Stisted			3	503	.....	.....	5	6
Watt			5	490	.....	.....	3	1
Wood			10	1745	.....	.....	8	.....
Cardwell	Parry Sound	Mrs. T. Mackay, Parry Sound	7	1000	.....	.....	11	2
Carling			1	76	.....	.....	2	3
Christie .....			.....	.....	.....	.....	2	3
Ferguson .....			.....	.....	.....	.....	.....	.....
Foley .....			.....	.....	.....	.....	.....	.....
Hagerman			1	173	.....	.....	.....	4
Humphrey			2	320	.....	.....	3	2
Monteith			1	100	2	73	5	2
McConkey			1	200	.....	.....	1	4
McDougall .....			.....	.....	.....	.....	2	2
McKenzie .....			.....	.....	.....	.....	.....	1
McKellar			3	445	.....	.....	7	1
Shawanaga			1	91	.....	.....	1	3
Wilson .....			.....	.....	.....	.....	.....	.....
.....	.....	.....	2	187	.....	.....	1	.....

Chapman	1	16	1	3
Croft	784		1	5
Ferrie	592		1	1
Gurd	1377		1	1
Lount	2617		7	10
Machar	386			
(C. Mills)	200			
F. Pringle	1199	6	5	29
Ryerson	299		3	6
Spence	1479	99	5	20
Strong				
Armour	641		6	3
Bethune	781		8	7
Joly	687		9	4
McMurrich	506	4	9	12
Perry	752	8	2	2
Proudford	401		1	16
Hardy	588		3	1
Hinsworth	4092	72	34	10
Laurier	2901	100	21	1
Nipissing	1100		7	2
Patterson				2
Anson				
Glamorgan	617		6	4
Hindon				
Lunterworth	754		5	5
Minden	456			1
Stanhope	339		2	2
Snowdon	300	43	9	5
Anstruther	500		1	1
Chandos	698		3	8
Cardiff	1002		8	5
Monmouth	2283	66	19	5
Peterboro'				
do				
Haliburton				
do				
Peterboro'	3710	3		
do	869	115		
Hastings	621	4	7	11
McClure	187		4	4
Wicklow	99		1	1
Carlow				
Cashel	100	1	1	2
Dungannon	211		3	2
Faraday	531		4	3
Hepscel	2055		11	4
Limerick	523		6	2
Mayo	400		1	1
Monteagle	1405	14	4	3
Wollaston	2628		12	3
	1092		7	11

APPENDIX No. 9.—Continued.

Return of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots the locations of which have been cancelled.	Number of patents issued.
Abinger	Addington	G. W. Dawson, Plevna	18	1957	3	147	...	8
Denbigh	do		1	200	1	100	...	4
Canonto, South	Frontenac		4	405	...	...	...	...
do North	do		4	371	1	4	...	...
Clarendon	do		24	3114	3	119	3	11
Müller	do		2	110	1	10	2	1
Palmerston	do	Jas. Reeves, Eganville	2	300	1	25	...	3
Algona, North	Renfrew		1	100	1	...	...	...
do South	do		3	477	...	...	...	1
Brougham	do		4	...	...	...	...	9
Grattan	do		4	...	...	...	...	3
Hagarty	do		24	...	...	...	...	6
Richards	do	Jno. Whelan, Brudenell	2	...	...	...	...	7
Wilberforce	do		1	...	...	...	...	1
Brudenell	do		3	...	...	...	...	7
Griffith	do .....		...	...	...	...	...	2
Lyndock	do		2	...	...	...	...	...
Matawatchan	do		1	190	...	...	...	1
Radcliffe	do	J. D. Kennedy, Pembroke	1	100	1	56	2	1
Raglan	do		4	488	...	...	2	...
Sebastopol	do		4	371	...	...	9	3
Sherwood	do		11	1582	...	...	3	...
Alice	do		7	711	2	118	1	3
Buchanan	do		6	728	...	...	5	6
Fraser	do	J. D. Kennedy, Pembroke	3	301	...	...	10	3
Head	do		1	100	...	...	...	1
Maria	do .....		...	...	...	...	...	...
McKay	do .....		...	...	...	...	...	...
Petewawa	do .....		...	...	...	...	...	...
Rolph	do		7	665	2	79	6	5
Wylie	do	Cameron	5	681	1	1	3	1
Cameron	do		2	400	...	...	4	1
			1	82	...	...	...	1

APPENDIX No. 10.

FISHERY OVERSEERS,

UNDER THE ONTARIO FISHERIES ACT.

NAME.	DISTRICT.	POST OFFICE ADDRESS.	SALARY.
Newton Flanagan	River Nepigon, Lake Nepigon and adjacent waters (resigned).....	Red Rock	\$50 00
John H. Willmott	District of Muskoka.	Beaumaris	50 00
Francis James Moore	Counties of Victoria and Peterborough and Provisional Co. of Haliburton	Lakefield	50 00
Norman Clark	County of Lenark and all those parts of Frontenac and Addington lying north of the southerly limits of the Townships of Bedford, Hinchinbrooke and Sheffield	Mississippi Station	50 00
John T. Little.....	District bounded on the west by the east limit of the Garden River Indian Reserve produced north from the north-east angle thereof, and on the east by the east limit of the Township of Long produced north	Iron Bridge	50 00
Samuel R. McKewen	Manitoulin Island	Tehkummah	50 00
Benjamin McDermott.....	District of Parry Sound.....	Sundridge	50 00
Robert R. Smith	County of Renfrew	Eganville	50 00
William McKirdy	River Nepigon, Lake Nepigon and adjacent waters	Nepigon	50 00
Joseph Whalen	Thunder Bay District.....	Port Arthur.....	.....
John Emmons.....	Rainy River District	Rat Portage.....	.....

AUBREY WHITE,
Assistant Commissioner.

A. KIRKWOOD,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1890.

APPENDIX No. 11.

STATEMENT of the number of letters received and mailed by the Department in 1888, 1889 and 1890.

YEARS.	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.	Transferred to other Departments.	Totals.	Names Indexed.	Enclosures.	Orders in Council.	Returned letters not called for at address.	Mailed from Department.
1888.....	7,548	1,040	2,248	3,160	2,373	10	16,379	23,000	33,000	21	12	18,272
1889.....	6,757	926	2,600	3,621	2,353	8	16,257	23,000	33,000	20	27	20,135
1890.....	6,954	1,444	2,486	4,272	2,679	12	17,837	24,000	34,000	24	25	21,022

CHARLES S. JONES,
Registrar.

December 31st, 1890.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 12.

STATEMENT of Municipal surveys for which instructions were issued during the year 1890.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	J. M. O. Cromwell....	570	26th November, 1890...	To survey the allowance for road lying north of lot 35 in Concession No. 1 Rideau Front, and south of lots 26 to 30 inclusive in Concession No. 2 Ottawa Front, of the Township of Nepean and to plant durable monuments in such positions as will show said allowance for road ....	.....

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1890.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 13.

STATEMENT of Municipal Surveys confirmed during the year 1890.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	David S. Campbell	556	November 8th, 1888	To survey the side road allowance between lots 5 and 6 in the 10th Concession of the Township of Downie and to plant stone or iron boundaries	January 24th, 1890.
2	R. O. D. Kennedy	511	January 25th, 1883	To survey that part of the line between the 3rd and 4th Concessions of the Township of Wainfleet extending from the Township line between the Township of Humberstone and Wainfleet, west as far as lot 17, and to plant stone or other durable monuments	February 6th, 1890.
3	John Stewart	569	November 19th, 1889	To survey that part of the line between the 4th and 5th Concessions in the Rideau Front of the Township of Nepean, opposite lots 1 to 10 inclusive, and also part of the line between the 2nd and 3rd Concessions in the said Rideau Front, opposite lots 21 to 35 inclusive, and to plant permanent stone or iron monuments to show the true location of the allowance for road between the Concessions and opposite the lots above-named	February 14th, 1890.
4	J. G. Sing.	552	July 25th, 1888	To survey the blind line between the 5th and 6th Concessions of the Township of St. Vincent from the side road between lots 6 and 7 to the side road between lots 12 and 13, and to plant stone or other durable monuments at the rear angles of the lots in each Concession abutting on said part of said blind line	March 17th, 1890.
5	F. F. Pa smore	558	April 27th, 1889	To survey lots 14 and 15 in the 4th Concession of the Township of Barton, and to plant durable monuments at the north-west angle of lot 14 and at the north-east angle of lot 15 in said 4th Concession.	May 2nd, 1890
6	Geo. Ross	564	October 7th, 1889	To survey the road allowance between lots 11 and 12 in the 2nd Concession of the Township of Pelham, and to plant durable monuments at the north-west and south-west angles of said lot 11 and at the north-east and south-east angles of said lot 12	May 7th, 1890

7	J. H. Jones	402	August 26th, 1875	To survey and plant durable monuments at the front angles of the lots on the different Concessions in the Township of Sombra, excepting that portion covered by instructions dated 31st October, 1874, already confirmed and excepting the planting of monuments at the angles of lots along the road between the 13th and 14th Concessions, from side line between lots 19 and 20 to the east boundary of the Township, saving and excepting part of Concession line 7 and 8 from lot 1 to lot 10 inclusive	May 8th, 1890.
8	Edward Gardiner	541	September 21st, 1886	To survey the town line between the Townships of Pelham and Clinton and to plant stone monuments at the ends of each Concession line in the said Township abutting thereon	May 16th, 1890.
9	Joseph DeGurse ..	537	May 14th, 1886	To survey lots 19, 20 and 21 in the 10th Concession of the Township of Enniskillen, and to plant durable monuments at the front and rear angles of said lots	October 16th, 1890.
10	Richard Coad ..	557	December 3rd, 1888	To survey the road allowance or line in rear of the front Concession lots in the Township of Plympton from the town line between Plympton and Sarnia, to the town line between Plympton and Bosanquet and to mark the same by stone or iron monuments ..	October 17th, 1890.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1890.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 14.

STATEMENT OF Crown Lands surveys in progress and amounts advanced up to date, during the year 1890.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount advanced.
1	June 18th, 1890.....	J. W. Fitzgerald	Township of Guthrie.....	\$ 3,870 00
2	June 16th, 1890.....	H. B. Proudfoot.....	" Barron	3,000 00
3	June 24th, 1890.....	Frank Purvis.....	" Hawley	1,500 00
4	August 6th, 1890.....	Francis Bolger	" Lyman.....	1,300 00
5	July 3rd, 1890.....	Alex. Niven ..	Line between the Districts of Rainy River and Thunder Bay	4,800 00
6	October 21st, 1890	C. F. Aylsworth, Jun..	Lots 30, 31 and 32 in the several Concessions in the Township of Madoc.	100 00
7	June 21st, 1890	Edmund Seager	Timber Berths in the District of Rainy River	300 00
8	June 24th, 1890.....	Hy. DeQ. Sewell	" " Thunder Bay	850 00
9	October 24th, 1890....	T. J. Patten.....	" 120, 125, 132, on North Shore of Lake Huron.....	200 00
10	October 3rd, 1890....	James Dickson	Inspection of Surveys, 1890.....	1,200 00
			December 29th, 1890, the Copp, Clark Co., Maps of Nipissing District.....	250 00
				\$17,370 00

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1890.

APPENDIX NO. 15.

STATEMENT of Crown Land Surveys completed and closed during the year 1890.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount paid.	No. of acres.
1	31st May, 1887	Joseph DeGurse.....	Township of Carleton.....	\$130 31	22,933
2	29th May, 1888	Isaac L. Bowman.....	" Hess.....	339 65	21,995
3	29th May, 1888	Joseph DeGurse.....	" Craig.....	212 59	23,037
4	31st May, 1889	J. W. Fitzgerald.....	" Niven.....	597 64	54,252
5	11th June, 1889	E. J. Rainboth.....	" Marquis.....	125 69	22,867
6	11th June, 1889	Jas. S. Laird.....	" Pacaud.....	116 30	23,030
7	11th June, 1889	Henry DecJ. Sewell.....	" Scooble.....	183 69	19,767
8	8th August, 1889	B. J. Saunders.....	" Robillard.....	13 99	23,067
9	29th May, 1885	M. J. Butler.....	Re-survey of Kennebec.....	718 81	
10	26th October, 1889	J. F. Whitson.....	} Timber limits in Rainy River District	7,086 14	
11	18th January, 1890	Edmund Seager.....	Inspection of surveys, 1889.....	364 71	
12	17th October, 1889	James Dickson.....	Township of Shakespeare.....	1,610 28	23,004
13	18th June, 1890	Lewis Bolton.....	" Lockhart.....	1,606 29	22,947
14	18th June, 1890	Joseph M. Tiernan.....	" Totten.....	1,597 40	22,820
15	18th June, 1890	J. K. McLean.....	" Charlton.....	1,639 75	23,425
16	24th June, 1890	W. E. Burke.....	" Garrow.....	1,612 87	23,041
17	24th June, 1890	E. J. Rainboth.....	" Cleland.....	1,618 75	23,195
18	24th June, 1890	Ellihu Stewart.....	" Appelby.....	1,952 86	27,898
19	25th June, 1890	John McAree.....	" Sharpe.....	1,607 48	22,964
20	25th June, 1890	T. B. Speight.....	" Blain.....	1,626 94	23,242
21	7th August, 1890	Isaac L. Bowman.....	Gladman.....	1,257 77	
22	18th June, 1890	David Beatty.....	Outline of Timber Berths 82, 83, 90, 91, north shore of Lake Huron.....	408 60	
23	18th June, 1890	T. J. Patten.....	North and east boundaries of Timber Berth 188, north shore of Lake Huron.....	138 80	
24	18th December, 1889	T. J. Patten.....	Commissioner at Rat Portage.....	250 00	
25	11th January, 1890	G. B. Kirkpatrick.....	" attending Kennebec Council re re-survey.....	30 00	
26	8th July, 1889	James Dickson.....	February 10th, 1890, Samuel Bray, Maps of Indian Reserves.....	195 00	
27			March 28th, 1890, F. L. Foster, copying maps, etc.....	51 69	
			May 5th, 1890, Drs. MacMurchy and Frazer, attending Geo. Smith.....	50 00	
			June 25th, 1890, Jas. Foster, micrometer telescope.....	77 00	
			October 30th, 1890, Map and School Supply Co., mounting maps.....	133 20	
			December 10th, 1890, Russell & Co., maps.....	24 00	
			" 18th, 1890, A. Aronsberg & Co., mathematical instruments.....	20 85	
			" 23rd, 1890, Unwin, Foster & Proudfoot, copies of plans.....	8 00	
			" 29th, 1890, Williamson & Co., Atlas of Ontario.....	6 00	
			Copp, Clark & Co., maps.....	974 75	
				\$30,043 28	446,328

GEORGE B. KIRKPATRICK, P.L.S., Chief Clerk in Charge.

AUBREY WHITE, Assistant Commissioner.

DEPARTMENT OF CROWN LANDS, TORONTO, 31st December, 1890.

APPENDIX No. 16.

STATEMENT of Lands which have been patented in Unsurveyed Territory in the District of Rainy River during the year 1890.

No.	No. of Description.	PATENTEE.	Designation of Land.	Acres.	Amount.	Date of Patent.
1	R.R. 30	Graham, Horne & Co.	Mining Location, 114E Vermillion Bay, Eagle Lake.....	64	\$ 128	13th January, 1890.
2	" 31	Benjamin E. Chaffey	" " F22 in Bigstone Bay.....	88	176	17th January, 1890.
3	" 32	George Miller	" " Old Fort Island, Winnipeg River.....	74	148	18th January, 1890.
4	" 33	James Robertson	Part of Mining Location, K8 in the Township of Rat Portage.	45	90	28th January, 1890.
5	" 34	Chas. W. Chadwick.	" " 121P south of Rat Portage.....	52	104	6th February, 1890.
6	" 35	Ross, Hall & Brown	" " 121P.....	22	44	3rd February, 1890.
7	" 36	Arthur Woods.....	N.-W. part of " 121P north of Lake Laurence.....	98	196	17th February, 1890.
8	" 37	Thos. A. Gorham	" " 213P near Pine Portage Bay, Lake of the Woods	83	166	4th March, 1890.
9	" 38	Chas. Laverdiere	" " 18 in the Township of Rat Portage.....	51	102	7th March, 1890.
10	" 39	John Evans	" " 200P east of Rat Portage.....	160	320	12th March, 1890.
11	" 40	C. S. Morris & H. De-Q. Sewell.	" " 247P near Pine Portage Bay, Lake of the Woods.....	162	324	12th March, 1890.
12	" 41	S. S. Scovill.....	" " 288P east of Rat Portage.....	80	160	27th March, 1890.
13	" 42	S. S. Scovill.....	" " 283P, 285P east of Rat Portage.....	155	310	27th March, 1890.
14	" 43	S. S. Scovill.....	Addition to Mining Location, 283P east of Rat Portage.	14	28	28th March, 1890.
15	" 44	William W. Babay.....	Mining Location, 75P east of Little Wabigoon River.....	151	302	2nd April, 1890.
16	" 45	The Bank of Ottawa.....	Bulwer's Mill Location at Norman, Lake of the Woods	35	350	19th April, 1890.
17	" 46	James Lobb.....	Mining Location (pt. of) 121P, south of Rat Portage.....	48	96	7th May, 1890.
18	" 47	Joseph D. Johnson.....	" " A16 in the municipality of Rat Portage.....	40	80	7th May, 1890.
19	" 48	W. E. Richardson and F. A. Day	" " Locations, 8x, 9x, 10x, on Hunter's Island.....	220	440	5th May, 1890.
20	" 49	W. E. Richardson and F. A. Day	" " " 11x, 14x.....	162	324	5th May, 1890.
21	" 50	W. E. Richardson and F. A. Day	" " Location, 12x.....	161	322	5th May, 1890.
22	" 51	W. E. Richardson and F. A. Day	" " " 13x.....	173	346	6th May, 1890.
23	" 52	W. E. Richardson and F. A. Day	" " " 15x.....	186	372	6th May, 1890.
24	" 53	W. E. Richardson and F. A. Day	" " Locations, 16x, 17x.....	148	296	6th May, 1890.
25	" 54	W. E. Richardson and F. A. Day	" " Location, 18x.....	105	210	6th May, 1890.
26	" 55	W. E. Richardson and F. A. Day	" " Locations 19x, 20x, 21x.....	322	644	6th May, 1890.
27	" 56	W. E. Richardson and F. A. Day	" " Location, 22x.....	147	294	6th May, 1890.
28	" 57	W. E. Richardson and F. A. Day	" " Locations, 24x, 25x.....	75	150	6th May, 1890.
29	" 58	W. E. Richardson and F. A. Day	" " " 26x, 27x.....	134	268	7th May, 1890.
30	" 59	W. E. Richardson and F. A. Day	" " " 28x.....	170	340	7th May, 1890.
31	" 60	Oscar Lundberg.....	" " Location, 304P, N.-E. of Indian Reserve, 38E, Lake of the Woods.....	80	160	9th May, 1890.
32	" 61	James Robinson.....	" " 12, east of Pine Portage, Lake of the Woods	80	160	19th May, 1890.
33	" 62	Eusebe Desmarais.....	" " 233P south side of Mink Bay, Keewatin...	55	110	20th May, 1890.

APPENDIX 17.

Statement of Mineral Lands which have been patented in the districts of Thunder Bay, Algoma and Nipissing, during the year 1890.

No.	No. of Description.	PATENTEE.	Designation of Mining Tract.	Acres.	Amount.		Date of Patent.
					\$		
1	2484	James Hitchcock <i>et al.</i>	The Hitchcock Location near Portlock Harbor	34	68		8th January, 1890.
2	2490	Benton Murphie.....	Mining Location, R 395, north-west of Whitefish Lake.....	93	186		27th January, 1890.
3	2504	C. Haynes and G. E. Debernardi.....	" " 282, south of the Township of Lybster.....	80	160		14th February, 1890.
4	2515	Alfred Russell.....	" Locations, R 427, R 428, R 429 west of the Township of Strange.....	240	480		11th March, 1890.
5	2528	William C. Caldwell ..	" " R 205, R 206, north-west of Gunflint Lake ..	143	286		31st March, 1890.
6	2538	A. M. Eastman, M.D.....	" " R 370, R 371, R 372, north-west of Arrow Lake	225	450		9th May, 1890.
7	2539	A. M. Eastman, M.D.....	" " R 378, R 379, on Lake Addie north-west of Arrow Lake	188	376		9th May, 1890.
8	2540	W. Colvill, J. A. Robb <i>et al.</i>	" Location, 111x, west of Whitefish Lake.....	80	160		12th May, 1890.
9	2541	Thos. H. Shepherd, D. McLaren, <i>et al.</i>	" " F 4, east of Wahnapiatae Lake.....	76	152		10th May, 1890.
10	2542	W. Colvill, J. A. Robb <i>et al.</i>	" " R 302, north of Arrow Lake.....	81	162		10th May, 1890.
11	2543	W. Colvill, J. A. Robb <i>et al.</i>	" " R 397, north of Arrow Lake.....	80	160		10th May, 1890.
12	2560	Eliza Noble	" " XIR, being west-end of Aird Island, and islands A, B, C, D, E.....	60	120		2nd June, 1890.
13	2571	A. M. Dodge.....	" Locations, F 5, F 6, south-west of Wahnapiatae Lake....	73	146		2nd July, 1890.
14	2599	Frederick Crompton.....	" " R 407, R 408, west of the Township of Strange	201	402		1st September, 1890.
15	2600	George A. Shaw <i>et al.</i>	" Location, R 218, north-west of Whitefish Lake.....	80	160		1st September, 1890.
16	2601	G. Stevens and W. C. Stevens.....	" " 121E, on Mazakama Bay, Lake Superior	72	144		1st September, 1890.
17	2602	G. Stevens and W. C. Stevens.....	" " 122E, Neepigon River	80	160		1st September, 1890.
18	2603	G. Stevens and W. C. Stevens.....	" " 124E, west side of Neepigon River.....	80	160		1st September, 1890.

19	2618	George A. Shaw <i>et al.</i>	"	"	R 309, west of the Township of Strange.....	65	130	1st October, 1890.
20	2625	W. H. Hunter <i>et al.</i>	"	"	R 294, west of the Township of Strange.....	59	118	31st October, 1890.
21	2627	Thomas H. Thomas.....	"	"	WR 4, north of the Township of Dryden.....	40	80	23rd October, 1890.
22	2628	D. McLaren and F. Bouchier.....	"	"	WR 3, north of the Township of Awrey.....	40	80	23rd October, 1890.
23	2629	D. McLaren and F. Bouchier.....	"	"	M 3, on Bouchier Lake, E. of Wahnapiatae Lake	24	48	October, 1890.
24	2639	J. K. Leslie and G. S. Macdonald.....	"	"	Locations, WD 1, and WD 4, west of Wahnapiatae Lake	74	148	25th October, 1890.
25	2642	G. Smith, W. B. Poulton <i>et al.</i>	"	"	Location, McA 1, Rat bit Lake, east of Wahnapiatae Lake	50	100	31st October, 1890.
26	2643	James W. McIntosh.....	"	"	Locations { 76E, 77E, 79E, 83E, south of Whitefish Lake } { 130E, 202E, south of the Township of Lybster }	485	970	31st October, 1890.
27	2644	James W. McIntosh.....	"	"	Location, R 172, south-east of Whitefish Lake.....	80	160	31st October, 1890.
28	2645	James W. McIntosh.....	"	"	" 82E, south of the Township of Strange.....	269	538	31st October, 1890.
29	2646	James W. McIntosh.....	"	"	Locations, 11T, 12T, on Sand River, Arrow Lake.....	155	310	31st October, 1890.
30	2647	James W. McIntosh.....	"	"	Location, 138T, south-east of Whitefish Lake.....	80	160	3rd November, 1890.
31	2648	J. E. Thompson <i>et al.</i>	"	"	" R 298, west of the Township of Strange.....	114	228	31st October, 1890.
32	2649	G. A. Shaw and W. H. Hunter.....	"	"	" R 299, west of the Township of Strange.....	112	224	31st October, 1890.
33	2669	A. W. Godson.....	"	"	" 222x, west of the Township of Pardee.....	80	160	21st November, 1890.
34	2680	E. J. Jarvis and W. J. Skynner.....	"	"	WR 2, west of Wahnapiatae Lake.....	80	160	1st December, 1890.
35	2681	R. McConnell and A. Gordon.....	"	"	" W 4, west of Wahnapiatae Lake.....	75	150	1st December, 1890.
36	2682	H. L. Higginson and O. S. Shepherd..	"	"	Locations, 47E, 70E, 73E, 84E, 85E, north of the Township of McIntyre.....	720	1440	4th December, 1890.
37	2693	Samson Parker.....	"	"	Location, 112x, south of Whitefish Lake.....	160	320	15th December, 1890.
38	2696	William C. Caldwell.....	"	"	Locations, 207w, 208w, 209w, 210w, N. of Gunflint Lake	1210	2420	18th December, 1890.
39	2703	J. P. Donnelly and T. Marquis.....	"	"	Location, 203E, east of Schrieber Station.....	37	74	30th December, 1890.
						5975	\$11950	

GEORGE B. KIRKPATRICK, P.L.S., Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS.

Toronto, December 31st, 1890,

AUBREY WHITE,

Assistant Commissioner.

APPENDIX No. 18.

STATEMENT of Patents issued by the Patents Branch during the year 1890.

	Number.
Crown Lands.	262
School "	80
Mining "	222
Public " (late Clergy Reserve).	32
Free grants lands, A. A.	129
" " " under Act of 1880	287
Rainy River "	88
Licenses of occupation.	2
Leases.	2
Total.	1,104

JNO. M. GRANT,
Chief Clerk in Charge.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1890.

APPENDIX No. 19.

STATEMENT of the names of Candidates who have passed their Examinations before the Board of Examiners of Land Surveyors for Ontario during the year 1890.

PRELIMINARY CANDIDATES PASSED.

Joseph Henry Grenfell.
Victor Hill.
Malcolm Cameron Macfarlane.

William Innes Mackenzie.
John Vicar Munro.

FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

David Burns, Graduate School of Practical Science.
James Gibbons, Graduate School of Practical Science.
Louis Valentine Rorke.
Ruyter Stinson Sherman.
Lewis Frederick Stephens.
Abel Seneca Weekes.
Albert Dyke Griffin.
Robert McDowall, Graduate School of Practical Science.
Joseph Edmund Ross, Graduate School of Practical Science.

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of April and November, in every year, unless Monday be a holiday (in which case they shall meet on the day next thereafter, not being a holiday). Section 6, Chapter 152, Revised Statutes of Ontario of 1887.

PRELIMINARY EXAMINATION.

All persons, with the exception of Graduates of the Royal Military College at Kingston, and of the Ontario School of Practical Science, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects: Penmanship, Orthography, Fractions, Decimals, Square Root, Logarithms, Algebra (including Equations to the first degree), Euclid (first four books), Plane Trigonometry, the Rules for Spherical Trigonometry, Mensuration of Superficies, the use of Ruling Pen and Construction of Plain and Comparative Scales.

FINAL EXAMINATION.

Final Candidates, before obtaining a License to practice, undergo a strict and searching examination before the Board of Examiners in the following subjects, viz. : Geometry, including the first six books of Euclid (with the exception of the last thirteen propositions of the Fifth Book) ; Algebra, including Progressions, Plane and Spherical Trigonometry, Mensuration of Superficies ; Laying out and dividing up of Land ; Descriptions by metes and bounds for Deeds and other Documents ; the Use and Adjustment of Surveying and Levelling Instruments ; the laying out of Curves ; Practical Astronomy, including finding of time, latitude, longitude, Azimuth, Variation of the Compass, and drawing Meridian lines ; the Acts relating to the Survey of Lands in Ontario, the general Mining Act, the Registry Act (so far as it refers to Plans), the Municipal Act (so far as they relate to Roads, Survey and Drainage), the Ditches and Water Courses Act ; the Theory and Practice of Levelling ; the Principles of Evidence ; Drawing of Affidavits ; Taking of Field Notes and Preparing Plans ; the Rudiments of Geology and Mineralogy, and the Sufficiency of their Surveying Instruments.

AUBREY WHITE,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1890.

(Appendix No. 20.)

DISTRICT OF ALGOMA.

TOWNSHIP OF SHAKESPEARE.

LISTOWEL, ONTARIO,

December 13th, 1890.

SIR.—I have the honour to submit the following report of the survey of the township of Shakespeare, in the district of Algoma, surveyed under your instructions dated the 18th day of June, 1890.

I left Listowel on the second day of August last and proceeded to Wiarton by Grand Trunk Railway, thence by boat to Spanish River Mills, from that point I went up the Spanish River by tug-boat to Webbwood on the Canadian Pacific Railway, in the township of Hallam; from this point I easily found the south-east angle of the township of Shakespeare, my place of commencement. I first traced up the west boundary of the township of Baldwin, being the easterly boundary of Shakespeare to the post, marking the line between concessions one and two in said township. I found the distance to be only seventy-nine chains instead of eighty-one chains and ninety-five links, as stated in my instructions. From this stake I ran a line on a bearing of N. 89° 15' W. astronomically, so as to make the first concession a depth of about eighty chains after the first two lots. I then ran due north from the post on the south boundary of Shakespeare, between lots numbers two and three on the sixth concession of the township of Hallam, until it intersected the line between concessions one and two that I had just run; from this point of intersection I ran due north, laying off the concessions of a depth of eighty chains, leaving the fractional depth in concession number six, and ran due west laying off the lots of a width of forty chains each, leaving the overplus in lots numbers eleven and twelve.

The soil in concessions one and two is of a sandy loam with clay subsoil. The balance of the township is more of a clay loam and in some places heavy clay. About thirty per cent. of the township will be good for agricultural purposes, and the township is accessible by a waggon road running northerly from Webbwood to the lumber camps further north.

I found several deposits of magnetic iron, the principle one was on lot number nine, concession number six, I do not think the deposit is very extensive, nor did I see any traces of other minerals worth mentioning.

High rocky ridges running east and west are quite numerous, chiefly gneiss; in many places they are from one hundred and fifty to two hundred and fifty feet in height, affording a pleasing view of the country lying to the south. The steep sides of the rocks are always on the south side of the ridges which slope gradually to the northward.

There are a few lakes in the township, but generally small with rocky shores, and good water. Birch Lake abounds with pike, whitefish and trout.

The township is well watered with small spring streams which are soft there being no limestone.

The Spanish River is the only stream of note in the township. This enters from the north about the centre of the township runs southerly about two miles and then easterly, leaving the township on lot number one, concession five. It is ten chains wide in some places, and in a few places over that amount. The stream is rapid, having a good fall; the water is good, but of a dark colour.

Most of the township is covered with valuable timber, chiefly pine, balsam, spruce, tamarac, cedar, birch and maple. The first named being the most abundant, and the others in the order given. A part of the south-east corner was burnt over a few years ago destroying all the timber thereon, also a part of the south-west corner, these portions being shown on the accompanying timber map.

There are a few settlers in the township. This year they produced about a thousand bushels of potatoes of very fine quality, some oats and hay. These products can be raised with profit, there being a good demand for supplies for lumber camps.

Game, such as bear, moose and red deer are not very plentiful; partridge are quite numerous and a few ducks.

During the progress of the survey I used a Stadia wire for measuring distances across lakes, streams, etc., which I proved in some cases by trigonometrical calculation to be very correct.

I took observations of Polaris at four different points to verify my work. I was unable to observe for latitude owing to my transit meeting with a small accident, bending the vertical circle.

I assumed the south boundary of the township to be about latitude $46^{\circ} 15'$ north.

I have the honour to be, Sir,
Your obedient servant,

LEWIS BOLTON,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 21.)

DISTRICT OF ALGOMA.

TOWNSHIP OF TOTTEN.

TILBURY CENTRE, ONTARIO,
November 11th, 1890.

SIR.—In accordance with instructions from your department bearing date the 18th day of June, 1890, I beg to report having made the survey of the township of Totten in the district of Algoma.

Leaving the Sault Ste. Marie branch of the Canadian Pacific Railway at Camp Forty in the township of Drury, I went up the Spanish River to the east boundary of the township of Hyman, and then packed north along said boundary to the south-east corner of the township of Totten, where I commenced work by retracing the north boundary of the township of Hyman and the west boundary of the township of Trill for my south and east boundaries, and ran the concessions and side-lines west and north, setting posts as required by the instructions.

Owing to the prevalence of very rainy weather I had great difficulty in obtaining the necessary observations, and it was only after repeated failures that I did so. The magnetic variation is $4^{\circ} 3'$ west where not affected by local attraction, but throughout the north-eastern part, particularly the *brulé*, it is very uncertain and irregular.

The country is very rough. Rocky hills rise to a height of two hundred or three hundred feet, affording magnificent scenery. The township is well watered by numerous creeks and several deep, clear lakes of considerable size. There are two large creeks, one entering the township on lot number one in the sixth concession and draining the chain of lakes and leaving the township on lot number five in the first concession. The other enters the township from the north on lot number eleven and with an irregular course through the township, leaves it at the line between lots numbers eleven and twelve on the south boundary.

Along this creek is a belt of level land from one-half mile to one and one-half miles wide free from stone and well timbered with pitch pine, spruce and tamarac. The balance of the township, except the *brulé* in the north-east corner, (see timber plan) of which there is about three thousand five hundred acres, is well timbered with white pine of good quality, birch, spruce, cedar, maple, etc. The pine is fairly abundant, more particularly on lots numbers five and six in the third concession, and lots numbers seven and eight in the fourth and fifth concessions.

Either of the creeks could easily be fitted up for driving logs.

The lakes are well stocked with fish, and there is an abundance of game, consisting of moose, bear, deer, duck, partridge, etc.

Where not too rocky the soil seems to be fairly well adapted for agricultural purposes, being generally sandy loam with clay loam in a few places, and in the swamps a black alluvial soil overlying a sand subsoil.

The rock is of the Laurentian formation. There were no minerals of any commercial value met with on this survey. There are no settlers in any part of this township.

Accompanying this report you will find plans, field-notes, etc., of the township, which I trust you will find satisfactory.

I have the honour to be, Sir,
Your obedient servant,

JOSEPH M TIERNAN,

Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 22.)

DISTRICT OF NIPISSING.

TOWNSHIP OF BARRON.

TORONTO, ONTARIO,
December 19th, 1890.

SIR.—I have the honour to submit the following report of the survey of the township of Barron in the district of Nipissing, made under instructions from your department, dated the 18th day of June, 1890.

The township of Barron is bounded on the north by the township of Edgar, on the east by the townships of Bronson and Stratton, on the south by the township of Guthrie, and on the west by the townships of White and Niven, and is situated at the head waters of the south branch of the Petewawa River.

The north-western portion of this township is drained by the little Madawaska River, which flows into Lake Traverse on the north branch of the Petewawa River.

In surveying this township I began work at the south-west angle of the township of Bronson, and surveyed the east boundary of the township of Barron, producing the same south to the south-east angle of the said township; then surveyed the south boundary of said township to the intersection of the east boundary of the township of Niven, and then projected the concessions and side-lines westerly and northerly from the east and south boundaries respectively on the bearings given in the instructions, having taken frequent astronomical observations to determine the same.

With the exception of a few small patches of hardwood bush, shown on the timber plan, all the timber in the township has been burned at various times, a small portion lying along the west boundary being burned clean as recently as the spring of 1889.

The pine timber in this neighbourhood has been very good, but lumbering operations having been carried on here for so many years, all the large timber has been removed.

// The general surface of the township compared with the surrounding country is level, with the exception of that portion lying between the waters of the Little Bonnechere River and the Grand Lake, which is exceedingly mountainous.

The soil is nearly all sand or sandy loam, with the exception of a small quantity of clay loam in one or two places. //

No minerals of economic value were met with during the survey.

I have the honour to be, Sir,

Your obedient servant,

H. B. PROUDFOOT,

Provincial Land Surveyor.

Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No 23.)

DISTRICT OF NIPISSING.

TOWNSHIP OF GUTHRIE.

PETERBORO', ONTARIO,

December 1st, 1890.

SIR.—I have the honour to submit herewith the field-notes and plan of survey of the township of Guthrie in the district of Nipissing, performed under your instructions, dated the 18th day of June, 1890.

I commenced the survey as per instructions at the south-east corner of the township of Barron, by producing the east boundary on the astronomical bearing S. 20° 51' 40" E. to the north boundary of the township of Burns.

Conjointly with the survey of the boundary, I carried the side-lines between lots numbers five and six and ten and eleven from the north to the south boundary on the same bearing, also the several concession lines from the east boundary west to the side line between lots numbers fifteen and sixteen on the given astronomical course S. 69° 08' 20" W.

Concessions numbers one and two have an overplus in depth averaging sixty-four chains, ten links in the total length of the concessions, thus giving to each of them an average depth of 82.05 chains.

The north boundary of the township of Burns not extending to the south-west corner of the township of Guthrie, I produced the boundary to that point.

^ The easterly half of the township, though generally undulating, is in places lumpy and broken, exposing considerable rock and stone.

The soil is sandy, in places mixed with clay resting on rock, gravel or clay bottom.

Scattered over the slopes and valleys at many points is a fair average of arable land. //

A few years ago this part of the township suffered from the ravages of a fire which swept over a large tract of country, extending for many miles.

Much of the old timber was destroyed and the country is now covered with a thick growth of small poplar, white birch, pitch pine, oak saplings, hazel, alder and willows.

Over the country there are scattered small swamps, swales and beaver meadows, now more or less dried up, excepting during the spring and freshet seasons.

// The south-westerly quarter of the township is mainly high land overlooking the country for many miles round.

Though somewhat stony, this portion contains a large percentage of good land of which clay forms the chief part. //

It is covered with a healthy growth of white pine, hemlock, birch, maple, beech, cedar and balsam. It is being lumbered this season by the Messrs. McLaughlin Bros., owners of the limits.

// The north-west quarter, owing to the fire referred to, is now a *brulé* covered with the usual kinds of second growth mixed wood.

The country is rolling, and although somewhat broken and rocky in places, areas of fair land composed of sandy and clay loam are frequent. //

The Bonnechere River enters the township on the west boundary concession number eleven, and flows through it in a general south-easterly direction, passing out at lot number twelve, concession number one.

At the time of surveying—August—the river proper varied in width from fifty to eighty links, having an average depth of perhaps twenty inches.

In spring and freshets the depth varies up to four feet or more where the banks confine it.

There are no openings of any extent in the river within the township.

The current for the greater part is strong and uniform, though short stretches of rapids are not infrequent; considerable improvements for the passage of saw-logs, etc., have been made on the river.

The extension of the Bonnechere road from the village of Eganville passes north-westerly through the west part of the township.

At the intersection of Basin Creek with the road on lot number fifteen, concession number three, is Basin Depot, largely used by the lumber company. A post office has been established there for some years. There are some ten good buildings, and probably about ten acres cleared and partially under crop (potatoes.)

The proportion of the township covered by water is comparatively small, nor are the lakes large.

They contain pike in abundance and other kinds of fish, it is said. Red deer and moose roam all over the country.

There are three settlers in the township. Patrick Garvey on lot number

fifteen, concession number two, is a settler of thirty-five years. He has a good one-and-a-half story house and suitable out-buildings; about twenty acres cleared and mostly in crop; a good team of horses, cattle, poultry, etc.

James McDonald on lot number fourteen, concession number one, has a good one story house with ample outbuildings; about fifteen acres cleared and under crop and pasturage. He has cattle and poultry, etc.

Denis McCue, on lot number twenty-three, concession number eight, has a good log house and suitable buildings; about ten acres under crop; a team of horses, cattle, pigs, poultry, etc.

The settlers have families and are doing quite comfortably.

On the whole, I would estimate the arable land in the township at about thirty per cent., while a large portion of the remainder is suitable for pasturage, etc.

I have the honour to be, Sir,

Your obedient servant,

J. W. FITZGERALD,

The Honourable A. S. HARDY,

Commissioner of Crown Lands,
Toronto.

Provincial Land Surveyor.

(Appendix No. 24.)

DISTRICT OF NIPISSING.

TOWNSHIP OF APPELBY.

COLLINGWOOD, ONTARIO,

December 8th, 1890.

SIR,—I have the honour in accordance with your instructions, dated June 25th, 1890, to submit the following report on the survey of the township of Appelby, in the district of Nipissing, and to forward herewith plans and field notes of the same.

As all the boundaries of this township had been previously surveyed, I retraced and adhered to them. No particular difficulty was found in doing this excepting in the case of the south boundary, which had been surveyed in 1857, or thirty-three years ago. Since that time the original forest has been destroyed by fires and the old line frequently entirely obliterated for considerable distances. I found, however, sufficient traces to enable me to re-establish it without any practical deviations.

The south branch of the Veuve River flows in an easterly direction across the township. It is a stream averaging about a chain and a half in width, and during the past season contained sufficient water to render it convenient for canoes. In a dry season it could not be relied on for that purpose, but it is very convenient for the lumbermen, as it is always sufficiently high in the spring to allow them to get their logs down. There is also a small tributary of this stream flowing into it from the north-western part of the township, which could probably be utilized for the same purpose.

The larger part of the township has been swept by fire destroying an immense quantity of good pine, and is now covered with small second growth of poplar, birch, willow and alder. The parts that have escaped its ravages lie

along the Veuve River, and a fair quantity of pine is found here which is now being cut by Messrs. Hay and Davidson, the owners of the limit. A small quantity of oak, soft maple, and ash is found growing along the banks of the Veuve River. No lakes were met with in the township, and consequently no water areas are shown on the map.

The land is rough and rocky north of the river, but rather flat on the south side, especially after passing west a mile or two from the east boundary. There are several belts of good clay and sandy loam in this part of the township, and I would estimate fifty per cent. of the whole township as fit for agricultural purposes.

I saw no traces of economic minerals.

The magnetic variation was from 6° to $6^{\circ} 30'$ west with occasional disturbances from local attraction.

I have the honour to be, Sir,
Your obedient servant,

E. STEWART,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

Appendix No. 25).

DISTRICT OF NIPISSING.

TOWNSHIP OF BLAIN.

TORONTO, ONTARIO,
October 30th, 1890.

SIR,—I have the honour to submit the following report of the survey of the township of Blain, in the district of Nipissing, under the instructions of your Department, dated the 25th day of June, 1890.

The instructions as to the method of survey were observed throughout.

The north and north-west portions of the township are composed chiefly of clay soil of fair quality for agricultural purposes; the south-west part is sandy and rocky with small patches of arable land; the south-east quarter is principally rocky and rolling, the rocks in many places having been exposed by the action of recent fires. In all, about fifty per cent. of the area of the township may be considered fair agricultural land.

In concessions numbers three, four, five and six, the land is gently undulating or flat and was found to be very wet owing to the large rainfall this season. The remainder of the township is much drier by reason of its sandy soil and rolling surface.

The north branch of the Blanche River (also known as Blanche Creek) entering on lot number five, concession number six, and passing out on lot number one, concession number four, drains the north-east part of the township. This stream averages about seventy-five links in width, with a depth of four feet, its banks being from eight to ten feet in height and its current sluggish. The south branch of Blanche River drains the remainder of the township.

The lakes consist of an expansion of the south branch of the Blanche River, known as Kushog Lake, and a small marshy lake in lots numbers three and four, concession number three.

The greater portion of the north half of the township is timbered with tamarac, spruce, balsam, cedar, and poplar, the maximum diameter being twenty inches, but a very small proportion is of marketable size and quality. The balance of the area is covered with second growth tamarac, spruce, balsam, pitch pine and poplar, with dense growth of alders, the original timber having been destroyed by fire some twenty-five years ago.

Wild fruit of various kinds was abundant, particularly blue berries, raspberries, plum and cherries.

The usual game common to that district, viz. : moose, cariboo, bear, beaver etc., were seen.

No indications of minerals of any value were met with. Owing to the prevalence of cloudy and rainy weather, I only obtained two astronomical observations.

The average magnetic variation was $7^{\circ} 46'$ west. A general plan, timber plan, field notes and accounts accompany this report.

I have the honour to be, Sir,
Your obedient servant,

T. B. SPEIGHT,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 26.)

DISTRICT OF NIPISSING.

TOWNSHIP OF CHARLTON.

ELORA, ONTARIO,
November 29th, 1890.

SIR,—I have the honour to submit to you my report on the survey of the township of Charlton, in the district of Nipissing.

This township is situated north of the Indian Reserve, on the north shore of Lake Nipissing, and is bounded on the east by the township of Blyth, on the west by the township of Grant, and on the north by the newly surveyed township of Lyman.

I commenced the survey by retracing and renewing the north boundary of the Indian Reserve, from the south-west corner of the township of Blyth to the south-east corner of the township of Grant, planting the lot posts at the proper places, then running the different side lines north and the concession lines in the proper manner.

About one-half of this township has been burned over some years ago; the original timber having then been killed or destroyed, a thick growth of small poplar birch and spruce, with maple in a few places, covers the country.

The remainder is covered with spruce, balsam, birch, tamarac, a little maple and white pine. The latter is generally small and scrubby, being of very poor quality, except in the eastern portion of the township. On lots numbers one, two and three, in concessions two, three and four some very large white pine is met. The greater portion is from two feet to three feet six inches in diameter. A considerable portion of this large pine seems to be dying, and unless cut before long will become useless.

Portions of the lots over the whole township will make fair agricultural land, being of a rich sandy loam, although usually very stony. Owing, however, to its being easy of access to the Canadian Pacific Railway, it should soon become valuable.

The township is drained by the waters of the Sturgeon River. A small stream called Smoky River runs westerly along the south boundary, with several small branches coming in from the north.

Tomiko River, a branch of the Sturgeon River, enters the township in lot number three, concession number six, running south-westerly, entering concession number five on lot number six, when it runs almost due west to lot number one, where turning south-westerly it leaves the township in concession number four.

This stream is of considerable size, but is very full of rapids and chutes.

I have the honour to be, Sir,
Your obedient servant,

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

J. K. McLEAN,
Provincial Land Surveyor.

(Appendix No. 27.)

DISTRICT OF NIPISSING.

TOWNSHIP OF CLELAND.

OTTAWA, ONTARIO,
November 20th, 1890.

SIR,—I have the honour to submit the following report of the survey of the township of Cleland, in the district of Nipissing, performed by me under instructions from your department, dated the 24th day of June, 1890, and to transmit you herewith the plans, field notes and account of the same.

I travelled from here with my party by the Canadian Pacific Railway to its crossing the Wahnapiatae River, and by canoe down this river to Elbow Creek, and up this creek to Salter's base line, which forms the southern boundary of Cleland. I retraced and posted this boundary in accordance with your instructions, and surveyed and posted the other subdivision lines of the township, as shown on accompanying plan and field notes, which contain all the details of the survey.

About one-half of the township is suitable for agricultural purposes, the other half being hilly and rocky and should be rich in minerals, the rock formation being similar to that about Sudbury.

There has been a mining location surveyed in the northern part of the township, where I saw some fine deposits of white mica which had been stripped, and some blasting done.

This was done previous to my survey.

Where not hilly and rocky, the soil is a clay loam, the best land being situated towards the south-eastern corner and along the Wahnapiatae River, which enters the township on lot number twelve, concession number three, and leaves it on lot number twelve, concession number two.

Elbow Creek and lakes run diagonally through the township and there is a good water power on this creek on lot number six, concession number one, where a dam has been built for driving or floating the timber down this stream by Messrs. "Emery Bros.," who lumbered extensively last season in this township; this season "The Georgian Bay Lumber Company" have two lumber camps in operation four or five miles south of Salter's base line and their portage or winter road from the Canadian Pacific Railway crosses this township as shown on plan, which also shows the road branching off from this one eastward, as used last winter by the firm of "Emery Bros."

There is a large quantity of valuable pine timber still uncut in this township which is covered also with a heavy growth of spruce, birch, tamarac, poplar, pitch pine and balsam.

A brulé extends across the north-west corner of the township, and continues northward to the railway.

Game, such as moose, red deer, and partridge were numerous and were met through the woods frequently on going to or returning from work.

I have the honour to be, Sir,
Your obedient servant,

E. J. RAINBOTH,

Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 28.)

DISTRICT OF NIPISSING.

TOWNSHIP OF GARROW.

INGERSOLL, ONTARIO,
October 28th, 1890.

SIR,—I have the honour to submit the following report of my survey of the township of Garrow, in the district of Nipissing, according to your instructions, dated the 24th day of June, 1890.

I arrived at North Bay on the 25th day of August, and spent the next day in engaging the men necessary to complete my party and in purchasing supplies, and then proceeded by means of waggons up the Temiscamingue Road to near the south-west corner of the township.

After re-opening the southern boundary of the township, I moved my supplies along the boundary to the line between lots number six and seven, and from there surveyed the southern portion of the township. Having finished the work in that part, I moved north-easterly by canoes and portage to the river

Jocko, camping about a mile from the east boundary. From thence I was enabled to push the survey along the eastern side of the township, moving up the river as the work progressed, until the west boundary was reached. The large amount of portaging in the early part of the survey, together with the broken nature of the country, rendered the work on the whole somewhat difficult.

Where not over-run by fire the township is well timbered, the dry land supporting a fine growth of mixed timber comprising chiefly birch, maple, balsam and pine, while the low lands are thickly covered with spruce, tamarac, and cedar of medium size and fair quality. Considerable areas of both red and white pine were also passed through.

The land throughout the township is sandy and while the beautiful forests of maple and birch which clothe the dry undulating lands in the south-eastern portion of the township indicates a soil of great richness, yet the numerous swamps and rocky ridges render the unbroken area of such land of but limited extent. Still the amount suitable for farming should claim the attention of intending settlers.

The burned land in the north-west corner of the township which had once supported a magnificent forest of pine is comparatively level and quite free from stones and rocks, being covered with only a small growth of poplar and birch, it will be easily cleared and though somewhat sandy, may be found suitable for agriculture.

The Jocko, a stream averaging about one chain in width, enters the township at the west boundary in concession five and flowing across the township leaves it at the east boundary in concession two; it has a good current, its banks are clothed to the water's edge with deciduous and evergreen trees—which after the early frosts of autumn present many scenes of great beauty to the voyageur, as he follows its very circuitous and winding course.

There are about thirty lakes in the township, one in concession two nearly two miles long by about fifteen chains wide, another at the south-west corner the portion that is in the township extending about a mile easterly by about half a mile north; the others vary in size, some very small indeed.

Although, as a rule, the water is very clear and good, very few fish were found in the lakes.

Large game such as moose and bear were apparently very plentiful.

The lakes are all accurately surveyed and a good deal of time and pains was taken with them.

The half mile posts on concession lines are, as a rule, placed mid-way between the posts at the corners of the meridians.

I placed iron bars with wooden posts at the four corners of the township. The iron bars are three feet long and driven two feet into the ground, and the proper letters, etc., are cut on them with a cold chisel.

Throughout the township, with few exceptions, cedar posts were planted, and many times a cedar post was carried some distance so that the corners would be marked with a post that would not soon decay.

No economic minerals were met with.

I found no settlers in the township.

I have the honour to be, Sir,
Your obedient servant,

W. R. BURKE,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 29.)

DISTRICT OF NIPISSING.

TOWNSHIP OF GLADMAN.

BERLIN, ONTARIO,
December 10th, 1890.

SIR.—In accordance with your instructions dated the 7th day of August last, I proceeded *en route* to Sturgeon Falls, where I bought all my supplies, and from thence with twelve men up the Sturgeon River, to the trail leading to Tomiko Lake. At Tomiko Lake we entered the Tomiko River, going up stream, encountering almost at every turn a chute, rapid, or fall. We left Sturgeon Falls on the 16th day of September, and arrived at the south boundary of Gladman about a week later, having passed as many as forty chutes on the way.

I first measured westerly along Provincial Land Surveyor Alexander Nivens' base line from the south-west angle of the Township of Hammel, brushing out the line and planting the posts at the proper points as I proceeded. I then projected the side lines as meridians to the north, and the concession lines east and west throughout the township, checking their courses at intervals by observations of Polaris. I found the variation of the magnetic needle to be $7^{\circ} 30' W$.

Having observed Polaris, I ran the line between lots four and five north astronomically, from the south boundary two miles. I then ran concession line three east one mile, and west two miles, and from here I extended my line south and north. After observing Polaris on side lines six and seven, concession three, I extended my line north to Marten Lake. The south-western portion of the township was then completed by flying camp, the west boundary being extended northward four miles. We then moved camp from the lake on side line six and seven, concession line four to Marten Lake, from which camp we finished the township, completing it on the first day of November.

The traverse maps accompanying the field notes show the lakes traversed, some of which were done with the Rochon micrometer, and others by a system of triangles, all the angles having been carefully observed and measured as shown on the maps.

The distances across Marten Lake were obtained by a careful measurement of a base on a sand beach of said lake, from which base a system of triangles was built up, and the distances across the lake at each of the side lines between lots four and five and six and seven, thus carefully observed and calculated.

The township is thickly wooded throughout, having only one occasional strip of *brulé*, the longest of which does not cover over three-quarters of a square mile at the south-west corner of the township. The timber, as a rule, is not large, only a few large pine having been discovered at the north and east. Some extensive spruce and tamarac swamps traverse the township in a north-westerly direction. It is, however, essentially and peculiarly of a mixed nature, hard and soft woods being found intermingled almost without exception on all the elevated portions of the township, and on the shores of the lakes.

Judging from the pine seen on the shores of a large lake connected with Marten Lake by a small channel at its north-east end, the district to the north of Gladman contains considerable valuable timber.

This township I believe to be situated on the watershed of the Ottawa River and Lake Nipissing, the waters dividing near the centre; the northerly portion drains into the Ottawa River, while the southerly portion drains into Lake

Nipissing. Marten Lake, and the waters draining towards the Ottawa are full of the finest specimens of grey trout, and from the numerous traces of large and comparatively recent camp grounds found there, I judge it to have been, and to be still, the summer home of Indians, who go there to hunt and to fish.

The township is overrun with large and small game of all kinds, fresh traces of moose and red deer being apparent everywhere, and not a few of the animals themselves having been seen during the survey.

Large quartz veins were seen all over the township, and on the shores of a small lake were found some very fair specimens of white mica. The bed rock was, however, of a granite or gneissoid nature.

This township is unfit for agriculture, and although no very high elevations were noticed, it was found on the whole to be very rocky and undulating, the surface being covered with only about a foot of vegetable mould.

There were no squatters in the township.

I have the honour to be, Sir,
Your obedient servant,

ISAAC L. BOWMAN,

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

Provincial Land Surveyor.

(Appendix No. 30.)

DISTRICT OF NIPISSING.

TOWNSHIP OF HAWLEY.

EGANVILLE, ONTARIO,
November 28th. 1890.

SIR.—In accordance with instructions from your Department, dated the 24th day of June, 1890, to survey the township of Hawley, in the district of Nipissing, into farm lots of three hundred and twenty acres each, I beg to report having done so, agreeably to said instructions.

I took my men and supplies *via* the Canadian Pacific Railway, to Warren Station, thence by canoes by way of the south branch of the Veuve River, to Lake Nepewasing. I found said lake to be a beautiful sheet of water, surrounded by high, rocky hills, clothed with red and white pine. The waters are clear and pure, and well stocked with bass, pike, and maskinonge.

The township is well watered throughout by small spring creeks, usually rising in some beaver meadow.

The surface of the township is very rough, broken and rocky, and therefore not very well adapted for agricultural purposes.

The rock formation is Laurentian, with scattered boulders of Huronian over its entire area. No economic minerals were found during the survey.

The timber in the unburnt portions consists of red and white pine, balsam, spruce, tamarac and birch. There is some very large pine in the north-west

corner, but the timber in the remainder of the township is of a very poor quality. The brulé portions are covered with a dense growth of small poplar, birch, tamarac, spruce and jack pine.

Game was abundant, principally deer, moose and bear.

This township comprises part of Messrs. Davidson and Hay's limit. Those gentlemen have constructed a wagon road from Markstay Station on the Canadian Pacific Railway to their depot, on lot number two, in concession four, and have produced same to one of their shanties on lot seven, concession four.

Herewith I enclose plans and field notes of the survey, which I trust will meet with your approval.

I have the honour to be, Sir,
Your obedient servant,

(Signed) FRANK PURVIS,
The Honourable A. S. HARDY, Provincial Land Surveyor.
Commissioner of Crown Lands,
Toronto.

(Appendix No. 31.)

DISTRICT OF NIPISSING.

TOWNSHIP OF LOCKHART.

BROCKVILLE, ONTARIO,
November 24th, 1890.

SIR.—I have the honour to submit the following report on the township of Lockhart, in the district of Nipissing, surveyed this summer, in conformity with your instructions, dated the 18th day of June, 1890.

We proceeded by railway to North Bay, thence by the Government Road leading northerly towards Temiscaming to the south-west angle of the township, and commenced the survey by opening up and rechainning the north boundary of the township of Mulock, and posting this line as the front of the first concession of Lockhart.

The lines in front of concessions numbers two and five, and the side line between lots numbers four and five, and numbers eight and nine in part, were made bases from which the other lines were run.

The east boundary of the township was run due north from the south-east angle of the township to the front of the sixth concession, but the east boundary of this concession was run on a course N. 1°, 25', 45", E., to intersect the posts planted by Provincial Land Surveyor Alexander Niven, as the north-east angle of the township.

The magnetic variation at points of astronomic observation varied from 7° 05', west, to 9° west.

The north-east portion of this township is drained by a small stream flowing into the north branch of the Jocko River.

The remaining portion of the township is drained by streams flowing into the south branch of the Jocko, which passes out of the township in the second concession, in lot number one. This stream has two branches which unite on lot

number one in the second concession. The southerly branch, which is much the larger, rises in the township of Mulock, entering the township of Lockhart at the south-west corner of lot number two. The other branch rises in the township of Stewart, entering the township of Lockhart at the north-west angle of the second concession, thence flowing north-easterly through a chain of small lakes to the front of lot number six in the sixth concession, thence south-easterly to the junction with the south branch. Both of these branches could be used for "driving" timber in high water.

The township of Lockhart has few hills of any great elevation, the most elevated portion of the township being probably the central part of concessions numbers one, two and three, which portion of the township is wooded with maple, birch and balsam, chiefly. In the other portions of the township we find spruce, tamarac, cedar, red pine, white pine and pitch pine, also a few ash, elm and iron-wood trees.

The soil throughout the township, unless otherwise given in the field notes, is a light sandy loam, generally stony.

There are few rock exposures in the township, those met with being Laurentian.

No economic minerals were met with.

There is no brulé in the township.

The timber limit line shown on the projected plan which accompanied the instructions, was retraced, and is shown upon the plans of the township.

The North Bay and Temiscaming Road affords easy access to this township, which is without a settler.

Accompanying this report are the field notes, plan of survey, timber plan, and other returns required.

I have the honour to be, Sir,
Your obedient servant,

WILLIS CHIPMAN,

Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 32.)

DISTRICT OF NIPISSING.

TOWNSHIP OF LYMAN.

PENETANGUISHENE, ONTARIO,
November 17th, 1890.

SIR.—I have the honour to submit the following report of the survey of the township of Lyman, in the district of Nipissing, under instructions bearing date, the 6th day of August, 1890.

I proceeded to my work by way of North Bay and Sturgeon Falls. Procuring canoes at the latter place, I followed up the Sturgeon River to the point where

the Tomiko River empties into it. Following the windings and turnings of this, the most tortuous of rivers, rendered by its numerous rapids and shallowness a most difficult stream to ascend in canoes, I arrived in due time at my starting point, a post planted by Provincial Land Surveyor Baird, at the south-west angle of the township of Notman.

I commenced my work by taking an observation of Polaris, preliminary to active operations. I then proceeded to ascertain the true astronomical bearing of a straight line connecting the south-west angle of the township of Notman with the post planted at the north-east angle of the township of Grant, this latter point being identical with my south-west angle. This line forming my south boundary deflected from a due east line at a distance of six miles, seventeen chains and fifty-three links to the south, thus making the bearing, S. $87^{\circ} 55'$ W. astronomical. In running my west boundary I had to proceed in a similar manner to that followed in running out my south boundary, viz., to ascertain the true astronomical bearing of a straight line joining the north-east angle of the township of Grant, with a post planted $\frac{3}{2} \frac{1}{1}$ to the north by Provincial Land Surveyor Niven in 1881, and marked thus, $\frac{3}{2} \frac{1}{1}$ which, according to instructions, is identical with my north-west angle. The distance between the two points being four hundred and ninety-five chains and twenty-one links, and the deflection from a due north line two chains and eighty-eight links to the west, the bearing of my west boundary is therefore N. $0^{\circ} 20'$ E., astronomical.

The portion of the township lying south of the line between concessions numbers four and five is flat, with a gentle slope towards the south. This tract consists of fairly good land. Although swampy in places, there is a good outfall for drainage. Patches of excellent farming land, small in area, are found in the second and third concessions between the east boundary, and the line between lots numbers six and seven.

It will be seen by reference to the timber map that pine (principally white) is distributed over the greater part of the township. It is not, however, very abundant, being very much scattered, but the quality is good. The prevailing timber, naming it in the order of abundance, consists of spruce, tamarac, balsam, cedar, poplar, white and black birch, and maple.

The northerly part of the township is broken and hilly, with a light sandy soil. One-third of the township has been devastated by fire, the burnt district composing the westerly part of the township. All the timber has been killed, and a dense growth of poplar, cherry and birch has sprung up. Judging from the size of this second growth, the fire must have occurred about fifteen years ago. Over some portion of this brûlé there has been some very large pine, as is evidenced by the dead trees still standing.

The Tomiko River is a stream of considerable size, having an average width of one and a half chains. It is very shallow in places, and obstructed by numerous rapids. At the time of my survey, the water was very low, but in the early spring the water must rise to a considerable height, as is evidenced by the marks along the banks, indicating the level of highest flood. Running out of Lake Tilden, concession four, lot number one, it takes a south-westerly course, crossing the south boundary at lot number three. There are a few small lakes in the northern part of the township, Lake Tilden at the north-east angle being the largest.

Of the whole land area of the township, I am of opinion, that between thirty and forty per cent. is fit for cultivation.

The rock exposures were principally granite, in many places very scantily covered with soil.

I did not find any traces of valuable minerals.

The latitude of the south boundary I assumed as north $46^{\circ} 33'$. The variation of the needle was found to be west $7^{\circ} 30'$.

Astronomical observations were taken frequently during the progress of the work, the details of which will be found among the returns of survey.

There are no settlers in the township.

The plan, field notes, with timber map, accompany this report.

I have the honour to be, Sir,
Your obedient servant,

F. BOLGER,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 33.)

DISTRICT OF NIPISSING.

TOWNSHIP OF SHARPE.

TORONTO, ONTARIO,
December 18th, 1890.

SIR,—I have the honour to submit the following report on the survey of the township of Sharpe, in the district of Nipissing, surveyed under instructions from your Department, dated the 25th day of June, 1890.

The survey was made during the months of July and August last.

I adhered to all the posts already planted on the four boundaries of the township, connecting my lines therewith, with the single exception of the line between lots number six and seven, concession number six, which is run out at the north boundary to a new post planted by me at the end of said line.

In carrying out the survey I adhered to my instructions both general and particular.

The geological formation is Laurentian gneiss, two or three areas of trap rock were seen, but no indications of economic minerals were met with.

The south-west branch of the Blanche river crosses the township diagonally from north-west to south-east, being for nearly the entire distance expanded into a lake, called by the Indians "Kinogami-ji-jing," meaning "Long lake."

The water is of the usual brown tint common to the waters of northern Ontario.

Of fish, pike are rather plentiful and there are pickerel and black bass. One or two broods of ducks were seen. The shores of the lake are low and muddy and covered with timber or brush down to the water's edge.

There is no beach whatever. At one or two points, however, it was observed that the bed at the shore was composed of a fine sand. The water level must have been higher than usual this year owing to the larger rainfall. The only other lakes in the township are a muddy pond on lot four, concession three and a shallow, sandy, weedy lake on lot number three, concession one and two, and which might almost be considered a part of Long lake.

The surface of Blanche river is about one hundred and twenty feet below the level of the surrounding country and that part of the township to the south-west of the stream may be described as rolling and rocky, with a very small aggregate area, indeed, of arable land. There is a small amount of clay land adjoining the south-east shore of the lake in concessions two and three. This tract is more or less broken by rocky protuberances, and is the only place where large timber is to be found on this side of the lake.

There is a tract of sandy land also adjoining the south-west side of the lake on concession number four, five and six. The portion of the township north-east of the Blanche river contains the greater part of the good land to be found in the township. This consists of level clay land, for the most part rather wet at present, but only requiring the clearing off of the timber to become dry enough for cultivation.

On lots number eight and nine in concessions numbers four and five, there is a tract of sandy-land, but it is too barren to be of any agricultural value.

The part of the township north-east of the river is generally level with some rocky areas towards the north-east.

On both sides of the lake are deep gullies cut out by the small streams that flow through them.

The timber of the township is poplar, white birch, spruce, tamarac, balsam, pine, cedar, etc.. Only a few scattering white or red pines were seen. Over two-thirds of the township is a brulé of about twenty-five years, where except on the sandy areas, the dead trees of the previous forest bestrew the ground. Much of the tamarac in the green woods, or what may be called relatively the original forest, is large enough for piles and railway ties, and the spruce, poplar and birch are also of good size.

The quantity of cedar is too insignificant to mention.

From twenty-five to thirty per cent. of the land in this township is good soil, chiefly clay,—the remainder is rocky, with the exception of the sandy tracts already mentioned. Of course there are even in the rocky tracts small patches of soil, but they are of too limited extent to be worth mentioning.

Of game there is a good deal of the kind usually met with in that country, viz., moose, cariboo and bear.

The spruce partridge is more common than the grey species.

I have the honour to be, Sir,
Your obedient servant,

JOHN McAREE,
Provincial Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 34.)

REPORT OF THE SURVEY OF THE BOUNDARY BETWEEN THE DISTRICTS OF RAINY RIVER AND THUNDER BAY.

HALIBURTON, ONTARIO,
December, 20th, 1890

SIR,—I have the honour to submit the following report of the survey of the boundary between the district of Rainy River and Thunder Bay, including "tie" lines to the township of Moss, and mining locations on Portage and Magnetic lakes, surveyed under your instructions dated the 18th day of June, 1890.

I proceeded to the work on the 5th day of July last *via* Canadian Pacific Railway to Savanne, and thence by canoes along the old Dawson route through "Lac des Milles Lacs," and other waters to Hunter's Island, and thence north to the intersection of Provincial Land Surveyor Sewell's base line, with the lines between the two districts, where, at an iron post in a stone mound, after obtaining the necessary observations, I commenced my survey on the 19th day of July and ran due north one hundred and twenty miles. At twelve miles on said line I ran east astronomically four miles twelve chains, and forty-three links to the township of Moss, striking the boundary five chains and fourteen links north of its south-west angle. From the thirty-mile post I ran twelve miles west astronomically and thence north one mile sixty-six chains and thirty-six links to mining locations on Magnetic Lake. A line was also run south from the south-west angle of mining location "F. 9," south of Partridge lake, two miles thirteen chains and forty-eight links, striking the twelve-mile line nine miles, twenty-eight chains and seventy-four links west of the district boundary; the junction of the Fire Steel and Seine rivers was also tied in by running east from the forty-eight mile post on the boundary,—said junction being seventy-seven chains and seventy-seven links east of said boundary line.

The district line crosses the north rail of the Canadian Pacific railway at sixty miles, seventy-eight chains and seventy-five links and thirty chains and twelve links easterly of the three hundred and fourteenth mile post from Winnipeg,—said post being opposite English River station.

I reached the one hundred and twentieth mile point on the 30th day of October, being about seven miles north of Sturgeon lake, and some distance beyond the fiftieth parallel of latitude. As the weather was then getting cold, with several inches of snow on the ground and lakes freezing over, I returned to the line of the Canadian Pacific railway and reached Toronto on the 7th day of November.

The summer was very wet—rain falling almost every day for about six weeks after the commencement of the survey. From about the 20th day of September to the middle of October the weather was exceedingly fine.

The country through which the line passes south of the Seine river is broken and hilly with exposures of granite and Huronian rock, and no great depth of soil is to be found. What there is may be called a sandy loam.

North of the river Seine the country is more level and the soil sandy for some distance: while near Hawk Lake and the Canadian Pacific Railway line a good clay loam is to be found in places.

North of the Canadian Pacific Railway line the country is completely level

to the one hundredth mile, after which in the vicinity of and north of the lakes, it becomes more hilly and generally uneven; along the line it is more or less swampy in places and when not swampy the soil is sandy and sandy loam.

As will be seen by the plan, this country may truly be described as well watered.

The *Ka-wa-wi-ag-a-mog river* on the tenth mile is the first stream of note that is crossed; it has an average width of about eighty feet, with fast current running west, and drains the country to some distance east of the township of Moss.

Windigoostigwan lake on the Dawson route is the next body of water of importance—the water is clear and the shores are nicely wooded and banks rising to sixty or seventy feet.

Crooked Pine creek on thirty-second mile, thirty feet wide and two feet and a half deep, flows into the large lake of that name, the waters of which with other additions form the Atik-okean river.

The Seine river is over two hundred feet wide where the line crosses it about a mile west of its junction with the Fire Steel river. It flows west and has long stretches of smooth water, the land being comparatively level for a long distance up the valley of the River Seine and its tributary the Fire Steel river.

Hawk lake at the fifty-ninth mile, through which runs the English river adjoins the Canadian Pacific railway.

The English river which is first crossed by the line at the sixty-second mile is a stream varying in width from one and a half to five chains, flowing North through Selwyn lake, from which point it is sometimes called Carr's river, but might almost be called a long lake, widening out in place to half a mile in width. It runs through Mattawa lake and Lac Seul, and eventually falling into the Winnipeg river.

The line crosses this river frequently and may be said to follow its valley to the ninety-fifth mile, where it crosses Mattawa lake. Bell's lake, first touched at the one hundredth mile, is a fine sheet of water with numerous islands, and second only in importance to Sturgeon lake, which the line strikes at the one hundred and ninth mile. It is over three miles wide where we crossed it; this lake is of great length and said to be seven miles wide in places. The water is very clear and the lake well stocked with whitefish. There are numerous islands in it, which, with adjoining shores, form a noted hunting and trapping ground, the Indians coming here during the trapping season from distant parts. The Hudson's Bay Company have a trading post here and other traders are represented.

The country along the whole line has been burned at various times from seventy years down to seven years ago—large portions of it about eighteen or twenty years ago. The portion tinted pink on the plan shows the outlines of the brule of comparatively recent date, upon which birch, poplar, cherry, spruce, pitch pine, etc., are now growing up varying in diameter from two to five inches and on large portions of which is still standing the dead timber killed by the fire.

Considerable green timber of about six to twelve or fifteen inches in diameter is to be found in the country—spruce, tamarac, pitch pine, etc.

Considerable tie timber of tamarac and pitch pine is met with in many places along the line notably north of the Canadian Pacific railway along the English river.

A few groves of white pine were met with, but there is none of any consequence north of the Seine river. A considerable number of scattering trees in places south of Windigoostigwan lake, and more or less pine through the country south of and around Crooked Pine lake.

I am unable to report any great amount of land along the line fit for purposes of agriculture. Portions of it may in the distant future be taken up, but I did not see any large area of land anywhere fit for farming purposes.

The geological formations met with are the Huronian and Laurentian. Iron and other minerals doubtless exist in the country south of the Seine, and will no doubt in time be looked after. I did not meet with any minerals.

All the lakes abound with fish, and moose and cariboo are plentiful. Partridges were numerous, and I was told that prairie chicken were often met with about English River, but I did not see any.

All the lines run were well cut out and well blazed. The average magnetic declination was 6° east, although the needle was subject to fluctuations from 5° west to 15° east. North of the Canadian Pacific railway line, however, it remained almost steadily at 6° east.

Iron posts one inch and five-eighths of an inch in diameter and three feet long (gas-pipe), were planted every six miles along the one hundred and twenty miles run, viz., at VI, XII, XVIII, etc., marked with the miles, on the south side, T on the east for Thunder Bay District, and R on the west for Rainy River District, and at every three miles, or midway between the above points iron posts of same length, one inch and five-sixteenths of an inch in diameter, as nearly as may be, were planted similarly marked. At all other mile points wooden posts were planted similarly marked, and wherever practicable mounds of stone were built round both iron and wooden posts and bearing trees or boulders noted as witnesses.

In cases where the mile points came in lakes, the posts were planted on the line on the nearest land and generally on the north side of the true position. The distances from which will be found in the field notes.

Notwithstanding the fact that there was so much rock in the country, in only two cases did I find it necessary to drill holes in the rock for the reception of the posts—one of these was filled in with lead and in the other case the post was driven in so tightly with the sledge hammer that lead was unnecessary.

Astronomical observations were frequently taken, the details of which will be found in the returns of survey; accompanying this report are plan and field notes of survey, with accounts.

I have the honor to be sir,
Your obedient servant,

The Hon. A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

A. NIVEN,
Provincial Land Surveyor

(Appendix No. 35.)

REPORT
OF
THE SUPERINTENDENT
OF
COLONIZATION ROADS.

To the Honourable A. S. HARDY,
Commissioner of Crown Lands,
Ontario.

SIR,—I have the honour to submit the report upon Colonization Roads in connection with the Crown Lands Department for the year 1890.

The amount of work accomplished is, of new roads opened, about one hundred and eighty miles; of road repairs, a little over four hundred miles; some thirty bridges of various lengths constructed, and the repair of twelve others.

I beg to observe that the road making season was unfavorable, being unusually wet; and upon low and swampy lands several instances occurred where a less quantity of grading and improving was accomplished than anticipated, but notwithstanding these drawbacks, the season's operations have been generally satisfactory, as will be noticed by the following detailed account of each undertaking, and appended summary of expenditure:—

NORTH DIVISION.

ALGOMA AND SPANISH RIVER ROAD.

The forming of nine miles of road, chiefly for winter purposes. It is between Algoma Mills and Serpent River, and has been cleared, grubbed and crosswayed.

BRUCE MINES AND PORT LOCK ROAD.

About a mile and a half of construction, with some slight repairs over the portion previously opened.

BRUCE MINES STATION ROAD.

For this expenditure, \$268.75, one mile of road was opened, and a good highway secured from the village of Bruce Mines to the railway station.

COCKBURN ISLAND ROADS.

On the twentieth side line three-quarters of a mile was opened, and an equal length on the fifteenth side line, with half a mile between concessions seven and eight—two miles altogether.

COYNE'S ROAD.

Ten miles of repairs over this comparatively new road. It was very much cut up by the heavy lumber traffic, but is now in fair condition throughout.

CURRENT RIVER, AND SIX-MILE CREEK BRIDGES.

Two bridges built by the municipality of Shuniah: one over Current River, and the other across Six-mile Creek on the Black Bay government road, in the township of McIntyre. The cost of the first named was, according to the attested statement \$665.00, and of the latter \$713.50, or total of \$1,378.50, of which amount the Government gave \$550, the sum voted for the same.

DESERT LAKE ROAD.

A new road opened from the Great Northern road between block A and lot 9, of Plummer township, southward to Bruce Mines, about five miles.

ECHO BAY STATION ROAD.

A road between sections 17 and 20 of the township of Macdonald, from the Port Finlay road to the Echo Bay railway station. Its length is one and a quarter mile, which has been chopped, grubbed and partially ditched.

GALBRAITH BRIDGE.

A small structure over the east branch of Thessalon river, the total length of which, with approaches, is sixty feet. Half a mile of road leading to the bridge was also repaired.

GALBRAITH ROAD.

This work is on the second concession of the township, and was opened one mile. The expenditure includes the rebuilding of a fifty feet king post bridge, and renewal of abutments.

GREAT NORTHERN BRIDGES.

Three small bridges rebuilt on the Great Northern Road over Bar River and branches, the total length being one hundred and thirty-six feet.

KAMINISTIQUEA BRIDGE.

Necessary repairs in consequence of settlement in some of the piers, and renewal of portions of the plank covering worn by heavy traffic.

KEEWATIN BRIDGE.

A bridge four hundred and forty-two feet long built across Portage Bay of Lake-of-the-Woods at Keewatin. It is comprised of four main openings of forty-four feet each in the clear; one of twenty-eight; one of twenty-one, and the balance of sixteen feet openings.

A floating bridge over the same bay was repaired at a cost to the Department of \$300, which is included in the expenditure of \$3,816.01, as given in the appended summary.

KIRKWOOD ROAD.

A new work begun between lots 9 and 10 at the south boundary of Kirkwood; thence north one mile; thence west half a mile, and thence again north half a mile, making two miles altogether of well made and most useful road.

KORAH ROAD.

Three-quarters of a mile of a seriously flooded portion was raised throughout, and half a mile of an off-take drain opened. The road at certain seasons of the year was impassable.

KORAH THIRD CONCESSION ROAD.

About seven hundred yards of heavy grading through a stony ridge.

LAKE SHORE ROAD.

An extension of about a mile and a quarter towards Bruce Mines, and the erection of a bridge on the same road, the latter having a length of one hundred and fifteen feet.

LEFROY ROAD.

About half a mile opened in the township of Plummer additional, and almost an equal length repaired in the township of Lefroy, together with a bridge erected one hundred and four feet long and eighteen feet high.

MANITOULIN ISLAND ROADS.

Twenty six miles were repaired, four and a half miles constructed, and one bridge built. The works were GORE AND MUDGE BAY ROAD, which was well repaired from the townline of Billings westward two and a half miles, at a cost of about \$500; LAKE WOLESLEY ROAD, repaired over a mile and a quarter for \$75.00, and from the town line of Burpee westward four and a half miles, costing, with repairs opposite lots 22 and 23 between concessions seven and eight, Robinson, \$800. A third section was four miles in the township of Burpee and a short branch one mile and a quarter long opened on the blind line between the sixth and seventh concessions, across lots 21 to 25 to a mill. Settlers contributed

teams gratis and worked for half pay for this latter work, so anxious were they for the road: the cost to the Department for this third section was only some \$210. LITTLE CURRENT AND WEST BAY ROAD, which is on the town line between Howland and Sheguiandah was improved for a length of one and a half mile for about \$285; and LONG POINT AND LAKE HURON ROAD, or side line between lots 25 and 26, Campbell, received two and a half miles of repairs between the third and eighth concessions for the sum of \$400. Three miles were repaired on the MANITOWANING AND MICHAEL'S BAY ROAD in the township of Tehkummah, costing \$400, and five miles improved on the SANDFIELD AND CARNARVON ROAD from the fourth concession of Sandfield northwesterly, for an outlay of a little over \$500. Between lots 5 and 6 Tehkummah one and a half mile was repaired, and between 10 and 11 and concessions nine and ten one mile was opened, the cost being for the two works some \$435. TEHKUMMAH 25 AND 26 SIDE LINE work was a substantial bridge two hundred feet long erected over Manitou Creek, and half a mile of grubbing and grading south of the creek, the cost being \$223. TEN MILE POINT ROAD was for \$100 raised and improved over five-eighths of one mile; and lastly, two miles of WEST BAY BRANCH ROAD were constructed beginning at concession ten Bidwell, thence north between lots 27 and 28 to townline of Howland; thence west to the lake and about the shore to a mill, the cost of this latter work being nearly \$300.

MISSISSAGA BRIDGE.

To span the river of its name on lot 6, concession six, township of Wells, and will be chiefly one opening of one hundred feet in the clear with an approach at the east end of sixty feet or thereabout. The work is in progress and \$1,000 paid on account, as its erection could only be advantageously achieved during the period of ice.

MISSISSAGA ROAD.

Portions repaired between Day Mills and the iron bridge over Mississaga river, perhaps four miles altogether.

MURILLO ROAD.

About four miles of permanent repairs from the town line between Oliver and McIntyre eastward and westward. The municipality of Shuniah gave \$800 towards the work, so that the Departmental expenditure is only \$475.79. It is the main road into the mining district and traffic therefore heavy.

OLIVER TOWNSHIP ROADS.

These repairs were given out as jobs or contracts, but owing to a long time of very wet weather, followed by an exceedingly cold period, the contemplated work has not been finished. Two and a half miles of new road have been made as far as reported.

OTTER-TAIL LAKE BRIDGE.

This bridge is two hundred and five feet long, the superstructure of which was almost entirely renewed. It is now good and substantial and ought to last many years.

PARKINSON ROAD.

Continued from the work of 1888 westward, between concessions one and two, to the line between lots 8 and 9, and from thence north one mile, giving about two miles of excellent road.

PATTON ROAD.

A mile and a half of new road from between lots 1 and 2 Gladstone east on the second concession line.

PORT LOCK AND DESERT LAKE ROAD.

A deviation of two and a half miles in the township of Johnston to avoid heavy hills which could scarcely be traveled over. Settlers contributed twenty days labor to assist the work.

PORT LOCK AND PORT FINLAY ROADS.

Upon the first named road, namely, from the east boundary of Tarbutt eastward, two and a half miles of substantial repairs were effected, the whole length being well ditched; while on the Port Finlay road proper, forty-two rods of heavy filling was done, and two bridges built, one having a span of thirty-five feet, the other a twenty-five feet opening.

PRINCE 3RD CONCESSION ROAD.

About a mile and a half repaired on the fifth line of Prince, opposite sections 9, 10, and 11.

RABBIT MOUNTAIN AND WHITEFISH LAKE ROAD.

Eight miles of general repairs, which consisted chiefly of crosswaying, as the want of suitable material for gravelling made it impracticable to make the road sufficient for the heavy traffic in any other way.

From the termination of the opened road at the west end of Silver Mountain, two miles have been opened, leaving yet about a mile to construct before Whitefish Lake is reached.

RAINY RIVER ROAD.

This road has been so much improved over fourteen miles from Fort Francis westward, as to make it excellent for winter traffic at any rate, to the point where ice can be used.

RAT PORTAGE AND RAINY RIVER AND RAT PORTAGE AND KEEWATIN ROADS.

On the first named road, the opening of which was commenced last year' crossways were built where most necessary over the four miles which had been opened, and a further extension of three miles accomplished. The country being rough and rocky, road-making is somewhat expensive, but with care in selection of route a good highway may be found reaching into the agricultural lands near Rainy River.

The second work was a thorough repairing of the main and only road between Rat Portage and Keewatin, a length of about five miles. The two municipalities interested gave \$250 each towards the work, the department furnishing the balance of a little over \$1,200.

SABLE RIVER BRIDGE.

A bridge two hundred feet long built over Sable River near Massey Station on the Algoma branch of the Canadian Pacific Railway. It has a main opening of seventy-five feet, and four of twenty feet with approaches. The main pier is thirty feet high, which, with the false works necessary for such a height, made the total cost considerably over that contemplated.

ST. JOSEPH ISLAND ROADS.

On the island were two chief works, namely, that on the sixteenth side line from Hilton Road to "I." line, where two miles were properly opened as a first-class work at a cost of about \$800, and the second, a mile and a quarter of construction across concessions C and D and front of A concession.

SLATE RIVER VALLEY ROAD.

Two miles of repairs between Point De Meuron bridge and that over Slate River, together with the opening of one mile opposite lots thirteen to fifteen inclusive, on the fifth concession line of Paipoonge township.

SPANISH RIVER ROAD.

Work was begun at the south-east angle of section 26, township of Salter, and continued from thence west four miles, connecting with the work of last year. It is reported as an excellent winter road cut out forty feet wide.

THESSALON STATION ROAD.

Some necessary repairs for which \$50 were allowed in connection with \$75 spent by the municipality and gratis labour by the settlers.

VANKOUGHNET ROAD.

A little over three miles opened, logged and grubbed, and about a mile and a quarter of the distance properly graded. The road is opened to Beaver Lake, one of a chain of lakes which many persons were desirous to reach. The country passed through is broken and rocky, but a fair road location has been discovered.

WALFORD AND SHEDDEN ROAD.

Operations were commenced at the north-east angle of section 27, township of Victoria, thence west four miles, thence south one mile, and again west half a mile to Spanish River Station. Four miles are graded and formed into a good road, the balance being only sufficient for winter traffic.

WHITEFISH AND ARROW LAKE ROAD.

The distance between these lakes which are in the Thunder Bay District, west of the township of Strange, is about six miles, of which four miles have been opened but not graded, leaving two miles yet to construct before Arrow Lake is reached.

WEST DIVISION.

AH-MIC LAKE ROAD.

This portion of the road is from the Northern Road to Ah-mic Harbour, in the township of Croft, four miles in length and repaired throughout. It is very much travelled over, and was, in consequence of continued wet weather, badly cut up.

BORDEAU ROAD.

One and a quarter mile of construction between lots 30 and 31, McMurrich, through concessions one and two, and an equal length repaired through the third and fourth concessions.

BURK'S FALLS ROAD.

A rough section in Armour and Proudfoot two miles long and opened last year cheaply, was this season permanently improved, the doing of which, however, involved a lot of crosswaying and the construction of some fourteen culverts. A dangerous hill known as "Robbs," was also very thoroughly repaired at a cost of about \$300.

CARDWELL JUNCTION ROAD.

Four miles of repairs from Novar station westward. This is the main road from Ilfracombe to the railway.

CROFT ROAD.

A road between lots 25 and 26 of Hagerman, was repaired between concessions three to seven, two and a quarter miles.

DENVILLE SWAMP ROAD

Is between the fourth and fifth concessions of Chapman and Strong. A mile has been opened this year across lots 1 to 4 inclusive of Chapman, and about half a mile of the older portion well repaired, chiefly crosswaying.

DISTRESS RIVER ROAD.

Two miles of substantial repairs from the Muskoka road westward. The road being low was difficult to improve without a larger expenditure than usual, but it is now in excellent condition over this section.

DRAPER BRIDGE.

The renewal of a bridge built about fourteen years ago over the south branch of Muskoka River, on the eighth concession line of the township of Draper. The total length is two hundred and twenty-nine feet, and main span one hundred feet in the clear.

EAGLE LAKE ROAD.

Four miles of repairs from South River westward towards Uplands, an excellent job.

HILLSIDE ROAD.

A short road about three-eighths of a mile in length, opened from Peninsula Lake to the Muskoka and Bobcaygeon Road, between lots 20 and 21, in the fourteenth concession of Franklin, the object being to give settlers communication with the steamboats, which will be a great advantage to many.

HIMSWORTH ROAD.

An extension from lot 8, between concessions twelve and thirteen, Himsworth, eastward to lot 2, Chisholm, two and a quarter miles. The work was very heavy, involving two thousand feet of ditching through a muskeg.

JUNCTION NO. 1 ROAD.

The repairing of eight miles between Spence and McKellar, with some repairs upon the bridge over Old Man Creek.

JUNCTION NO. 2 ROAD.

From Christie Road northward to the twelfth concession of Christie, two and three-quarter miles were repaired, and on the town line between Humphrey and Christie, from lot 15 westward one mile and a quarter was also improved.

KATRINE BRIDGE.

The renewal of the main truss with other repairs which are not yet completed. Estimated cost, \$350 to \$400, of which \$200 have been paid on account.

LONGFORD AND OAKLEY TOWNLINE ROAD.

Two miles opened and properly graded and nearly one mile chopped out. The road is located as follows: commencing at lot 29, between Longford and Oakley, and angling from thence through lots 30, 31, 32, in the first concession of Oakley, and lots 34, 35, 36, of the twelfth concession of Longford, from whence the town line between Ryde and Draper is approximately followed to roads already established. The portion made this season is from the above named lot 29 westward.

MACAULAY ROAD.

Repairs continued from last year's operations westward two and a half miles. The municipality of Macaulay contributed fifty dollars additional to the departmental outlay which was also spent in this improvement.

MAGNETAWAN RIVER BRIDGE.

Erected between the eleventh and twelfth concessions of Armour, and being one-eighty feet clear span upon piers twelve feet high, with earth approach at west end, and a trestle structure at its east end, altogether a length of about one hundred and fifty feet. The work is yet unfinished.

MCDUGALL ROAD.

Five miles of repairs between Parry Sound and McKellar township. A rough road through a rough country, but very important to settlers.

McKELLAR CENTRE ROAD.

Repaired four miles beginning at Junction No. 1 Road, and from thence to lot 20, concession eight, and again through concessions four to eight on the road allowance between lots 20 and 21, all in the township of McKellar

McMURRICH 10 AND 11 SIDE LINE ROAD.

New work consisting of a mile and a quarter of road construction on the road allowance between lots 10 and 11, from the Monteith and Perry Road through the ninth and tenth concessions.

MILL'S ROAD.

Three miles repaired northward from the Northern Road. The very wet season made the work upon this and many other roads both difficult and expensive.

MILL'S AND STARK SWAMP ROAD.

This work is on the road allowance between the sixth and seventh concessions of the township of Armour, consisting of a little less than three-quarters of a mile of crosswaying across lots 16, 17 and portion of 18.

MILL'S AND WILSON ROAD.

Half a mile constructed in the township of Hardy, between the second and third concessions, from lot 20 eastward, and a bridge sixty feet long and forty feet opening, built over Wolfe River.

MISSIONARY ROAD.

This road lies between the fourth and fifth concessions of the townships of Spence and Ryerson, and received three miles of very substantial repairs from Rosseau and Nipissing Road eastward.

MUSKOKA ROAD.

In the township of Machar a mile and a quarter was built through the eleventh and twelfth concessions, approximately between lots 20 and 21, and farther north an equal length was built on the town line between Gurd and Himsworth, from Westphalia Road northward through the second and third concessions.

Four miles of excellent repairs were effected between Burk's Falls and Berriedale, and ten miles improved in the townships of Perry and Chaffey on the same road.

MUSKOKA AND BOBCAYGEON ROAD.

Three miles constructed through a heavily timbered and rocky section. The work was commenced on lot number 8, concession eight, Franklin, thence south through lot 8, concession 7; lot 7, concession 6; and around the lake shore on lot 6, concession 5 to about the centre of the last mentioned lot. This road will serve the settlers of the sixth and seventh concessions admirably, and if continued, would open a way for those resident in the fourth concession also.

MUSKOKA AND RYERSON JUNCTION ROAD.

Repaired from lot 11 eastward to the Muskoka Road, with a quarter mile on the latter, making altogether four miles of work.

MUSQUOSH BRIDGE.

The renewal of the bridge over Musquosh River, at Bala, built originally in the year 1873. The present structure is one having a main span of eighty feet clear, one of forty feet, and two of each thirty and twenty feet, with a total length of one hundred and ninety-five feet, and is well and cheaply built.

NORTHERN ROAD.

Completion of repairs between Commanda and Golden Valley Road, a mile or over, with the improvement of a long and heavy hill on the latter road. The work is of the most substantial character making an excellent highway leading to the railway.

NORTH CARDWELL ROAD.

Work continued from lot 17, concession fourteen, Cardwell, through lot 17, in the first and second concessions, and lot 16, in the third concession of Monteith, two miles and a quarter of heavy construction.

NORTH-WEST ROAD.

Two and a quarter miles opened in the township of Shawanaga from the west side of the Indian Reserve, and south-east angle of lot 38, concession six westward across said lot, and lots 29, 30, 31, 32 in the seventh concession, and over lots 32, 33, 34 to the steamboat landing on Georgian Bay, and north end of lot 35. This makes connection with a winter road through the Reserve to the main road in that district.

Two and a half miles were also repaired in the township of Carling from the point of ending of last year's operations on the same road.

OKA ROAD.

General repairs from the west town line of Wood north-westward about five miles.

It is reported by the inspector that the settlers, who are Indians, are making great improvements and putting up a very fair class of dwellings and barns.

OAKLEY 25 AND 26 SIDE LINE ROAD.

The opening of a road through concessions eight to thirteen on above line, the portion through the eleventh and twelfth concessions being properly grubbed and graded, and balance opened for winter traffic only. The length is two and a half miles.

ORANGE VALLEY ROAD.

A road between the Rosseau and Nipissing road and Broadbent's mill in the township of McKellar, and repaired from last year's work to the mill, a mile and a half. It is an important road leading to railway communication at Burk's Falls.

PARRY SOUND ROAD.

Four bridges replaced, aggregating a length of about six hundred and sixty feet, and over two miles of substantial repairs. The bridges are between Rosseau and Parry Sound, and the road repairs were chiefly east of Rosseau.

PRINGLE ROAD.

A new road commenced between concessions eight and nine of Pringle, at about the centre of lot 5, and continued from thence through the said lot, and through lots 4 and 3, concession ten and lot 3, concession eleven, the length being two miles, and the work of excellent description.

RESTOUL LAKE ROAD.

This is on the road allowance between concessions eight and nine of Nipissing extending westward from the Rosseau and Nipissing road. This season it was opened from lot 20 to lot 28, one and three-quarters mile. The road is, of course, incomplete and rough, but is still very useful to settlers in the northern portion of Gurd for whom it is their only outlet.

ROSSEAU AND NIPISSING ROAD.

Five bridges repaired between Spence and Rosseau, and now in good condition. The chief work was upon North Seguin and Dufferin bridges.

RYERSON CENTRE ROAD.

A pile structure three hundred and twenty-eight feet long over a flat which was annually flooded and traffic impeded. The main opening is forty feet, the balance fifteen feet each. The earth approaches are nearly five hundred feet long. The work is of a most permanent character.

SEVERN RIVER BRIDGE.

The counties of Simcoe and Ontario built this structure at a cost of \$1,303 of which the department contributed one-third as per agreement.

SOUTH ARMOUR ROAD.

Repairs made from near the railway lot 10, concession three, Armour, eastward two miles, thus improving a portion which was well nigh impassable.

SOUTH BAY ROAD.

The construction of a mile and three-quarters, commencing at lot 11, concession eleven, near Beatty's Creek, thence north-westerly half a mile, and thence winding about and near South River to lot number 23 of the thirteenth concession, all in the township of Nipissing.

SOUTH RIVER ROAD.

Two and a half miles of this road repaired in the township of Joly, one-half of which was practically new work, as in consequence of the flooding of more than a mile by the damming of South River—which appears to be necessary for lumbering purposes—this distance had to be raised above the flooded water line.

SURPRISE LAKE ROAD.

New work began at lot 6, concession five, Laurier, and extended two miles to lot 12 between the sixth and seventh concessions.

TROUT CREEK BRIDGE.

Built over Trout Creek on the side-line between lots 25 and 26 in the second concession of Himsworth. The main span is sixty feet in the clear, with one end span of twenty-nine feet and another of twenty feet. Total length of bridge one hundred and thirty-three feet, with earth approaches of sixty-six feet.

WATT 4 AND 5 CONCESSION LINE ROAD.

Repaired from Parry Sound road westward three miles towards Ufford, and following about the margin of Three-Mile Lake where the concession line was found to be impracticable.

WESTPHALIA ROAD.

Two miles thoroughly opened and graded, dating from last year's work westward to lot number twelve of Gurd township.

WHITESTONE VALLEY ROAD.

Permanent repairs over two miles from the northern road westward.

EAST DIVISION.

ADDINGTON ROAD.

Eight miles repaired between the head of Massanoga Lake and a point three miles north of Cloyne, also the portion which connects this road with Mississippi Road was thoroughly repaired over its length of three miles.

ALICE B. LINE ROAD.

The improvement of three heavy hills extending over about one-eighth of a mile.

ALICE 5 AND 6 SIDE LINE ROAD.

The improvement of three and three-quarters miles upon this road which had been opened previously in a somewhat rough manner. It is through concessions ten to fourteen of Alice and reaching the south boundary of Petewawa township.

ALICE 12 AND 13 CONCESSION ROAD.

A mile and a quarter of repairs between lots 20 to 25 on the twelfth and thirteenth concession road allowance of Alice.

ALLSAW ROAD.

Two and a quarter miles of construction in the township of Minden, beginning in the seventh concession at lot 26, thence northward to Sawyer's Lake, and thence about the shore through lots 25 in the eighth and ninth concessions.

BARRIE ROAD.

Repairs commenced about four miles east of the Addington Road and extended eastward four miles.

BARRIE BAY ROAD.

Two bridges built on this road, one being on lot number six and the other on lot number nine of the township of Fraser. The lengths are respectively eighty feet and one hundred and ninety-three feet beside the earth approaches, and are good solid structures.

BLACK RIVER BRIDGE.

A bridge on the Ryde Road between Dalton and Rama, which cost \$664.80, and was paid by the counties of Victoria, Ontario and the Department, each contributing one-third the sum.

BOBCAYGEON ROAD.

Repaired in two sections, one being from Peterson Road northward five miles, and the second, four miles between the townships of Harvey and Verulam.

BONFIELD AND CALLENDER ROAD.

Two miles and a half constructed, commencing between the second and third concessions, lot 9 of Bonfield, thence southerly to the town line between Bonfield and Boulter, and again south-westerly into the latter township.

BOOTH ROAD.

A new road built two and a half miles, commencing at the Anstruther Road lot 37, concession twelve, Anstruther, and ending on the line between lots 30 and 31 in the thirteenth concession.

BUCKHORN ROAD.

About four and a half miles of repairs were effected on that portion which is the boundary between Glamorgan and Cavendish from lot one to lot five, and between Galway and Snowden from lot twenty to lot thirty-two. One and a quarter mile was also constructed from lot twelve on the concession line between seventeen and eighteen to lot number eight. On a southerly portion of the same road, namely, between lots 26 and 27 township of Smith, a heavy filling through a low section one hundred rods in length was made, the township of Smith giving \$200, and the county of Peterborough \$100 towards this latter work.

BURLEIGH ROAD.

Seven miles of repairs from lot number four in the first concession of Harvey northward.

BROMLEY 9 AND 10 SIDE LINE ROAD.

One mile of work over that previously chopped out between lots nine and ten Bromley, from the seventh concession westward.

CALLENDER AND NORTH BAY ROAD.

The continuation of this road was begun at lot number four, and extended westward on the road allowance between the tenth and eleventh concessions of Bonfield to intersect the Ferris and Bonfield Road—about two miles of mostly new work.

CALVIN ROAD.

The portion made last year, except a quarter of a mile, was this season thoroughly repaired, the length being two and a quarter miles. In addition, the road allowance between lots 10 and 11 was chopped out through the second, third and fourth concessions, a distance of one and three-quarters mile as a winter road.

CHANDOS ROAD.

Four miles of excellent repairs from last season's operations easterly.

COMBERMERE BRIDGE.

A work reported last year as in progress and now completed. The bridge which the present structure replaces was built eighteen years ago, and therefore did good service as a wooden bridge, and it is expected the new one will be equally successful in aiding the public.

COPPER CLIFF ROAD.

The improvement of three and a quarter miles between Sudbury and Copper Cliff mines over a route previously opened and formed by the inhabitants, and which is adjacent to and almost parallel with the Algoma branch of the Canadian Pacific Railway.

DENBIGH ROAD.

From Hyde's Chute bridge south-westerly nearly eight miles were repaired this season, including several deviations found to be advantageous.

DEVIL'S LAKE ROAD.

A new road leading to the railway at Irondale and being four and a quarter miles in length, cut thirty feet wide throughout, and half a mile graded. Its course is from lot 30, concession four, of Snowden in a south-easterly direction two miles; thence south half a mile, following the boundary between Snowden and Glamorgan to the second concession of the latter township, and thence again southward to Whitefish Lake school house.

DOUGLAS AND COBDEN ROAD.

The raising half a mile of a low wet portion across lot number twelve of the seventh concession of Bromley.

DOUGLAS AND HALEY'S STATION ROAD.

Bridging Byre's Creek on lot four, concession nine, Bromley. Total length with approaches about one hundred and fifty feet, and general height eight feet.

EGANVILLE AND KILLALOE ROAD.

Repairs have been made from Killaloe three miles eastward to the boundary between Hagarty and South Algoma.

FERGUSON LAKE ROAD.

This road was improved between lot number three, concession twelve, and lot number one concession ten, of the township of Brougham, two miles.

FERRIS AND BONFIELD ROAD.

The construction of two and three-quarters miles from the boundary between Ferris and Bonfield at lot one, concession seven, westward to lot number eleven.

FRONTENAC ROAD.

Six miles repaired between Plevna and Ardoch, and eight miles between Long Lake and Peterson's crossing.

GALWAY AND CAVENDISH ROAD.

A work extending from lot 24, between concessions fourteen and fifteen of Galway, eastward through the township and into Cavendish, altogether a length of over five miles, of which three miles were construction and the balance repairs.

GANNON'S NARROWS ROAD.

A road between the fifteenth and sixteenth concessions of Harvey and repaired over three and a quarter miles of its length; the county of Peterborough and township of Harvey each contributing \$100 towards the work.

GERMAN LINE ROAD.

The sum of \$108.90 spent in grading and improving a heavy hill between lots 35 and 36 of Galway.

GOLDEN LAKE ROAD.

This work is on the line between lots five and six of South Algona, from the Eganville and Killaloe road northward, and is one mile of construction through a very rough section.

HAGARTY AND BRUDENEL ROAD.

One and a half mile repaired over a very rough portion. The road is on the boundary between the townships which the name of the road indicates, and the work from lot number twelve of Hagarty eastward.

HAGARTY 2 AND 3 CON. ROAD.

A new road opened between the second and third concessions of Hagarty from lot 25 westward a mile and a quarter.

HARDWOOD BAY ROAD.

Commencing at Pollywog Lake on the Perth Road and on lot 5, concession thirteen, Bedford this road was extended to lot 5, concession nine of the same township, a distance of about four miles and made fairly travelable throughout.

HINCHINBROOKE ROAD.

From the south boundary of Hinchinbrooke repairs were made six miles northward to Napanee River.

HURD'S CREEK BRIDGE.

A heavy and substantial bridge ninety-eight feet long with main opening of twenty-eight feet erected over Hurd's Creek on the Eganville and Foy road about four miles from Eganville.

HYDE'S CHUTE BRIDGE.

A balance of \$462.17 paid on account of this structure, which was reported last year. It replaces a bridge built seventeen years ago.

KENNEBEC ROAD.

Repairs in the township of Kennebec from the floating bridge (lot 19, con. 8) westward about 6 miles.

LAVANT ROAD.

This is the completion of the road opened last year and then described, namely, two miles between lots 10 and 11 of Darling through concessions two, three and four.

LUTTERWORTH ROAD.

Repairs in Lutterworth from lot 6 to west side of lot 9 on the road allowance between the second and third concessions—about three miles.

MATTAWA AND CALLENDER ROAD.

Two miles repaired from intersection of Calvin road easterly towards Mattawa.

MATTAWA AND TEMISCAMINGUE ROAD.

In addition to the repairing of a mile and a half in the township of Mattawa four miles and a half were constructed in a northwesterly course over what had been opened as a winter trail.

METHUEN ROAD.

An old road in Chandos repaired over three and a half miles of its length.

MINDEN AND GELERT STATION ROAD.

The main road between Minden and the railway was repaired over a length of six miles.

MISSISSIPPI ROAD.

Sixteen miles of repairs from the Addington Road westward, the first six miles receiving the greater attention.

MONCK ROAD.

A bridge over Cranberry Creek built in part two years ago was completed this year by planking its length of one hundred and six feet; and in the township of Dalton, three miles were well repaired.

MONMOUTH AND GLAMORGAN T. L. ROAD.

This work is from the Monck road northward two miles, but chiefly half a mile of crosswaying, which is highly prized by the inhabitants.

MONMOUTH JUNCTION ROAD.

A new road opened three and a quarter miles, approximately between lots 15 and 16 of Monmouth, through concessions nine to fourteen. The Phosphate Mining Company gave \$200 in cash towards the work and also built a bridge one hundred and sixty feet long over a neck of McEwen's Lake.

NOGEY'S CREEK ROAD.

Repairs over two and a half miles in the township of Harvey from lot 24, concession seventeen, northward.

NORTH ALGONA AND WILBERFORCE ROAD.

The construction of a mile and a quarter on the town line between Wilberforce and North Algona, from concession twenty-one northward, and includes one hundred rods of crosswaying.

NORTH BAY AND TEMISCAMINGUE ROAD.

Three and a half miles repaired from lot 19, concession B. Widdifield, east and north.

NORTH BAY AND TROUT LAKE ROAD.

Mostly repairs from North Bay and Temiscamingue Road eastward to Jessup's farm on Trout Lake, thus making a very fair road to this latter point.

NORTH BAY AND WIDDIFIELD ROAD.

An extension northward from the third concession of Widdifield, between lots 20 and 21, two and a half miles to Cheney Creek, and repair of five miles of the portion previously opened as Widdifield Road. It is said that a continuation of the road would open up some very fine agricultural lands.

NORTH HARVEY ROAD.

This work is between lots 11 and 12, from the fourth concession eastward, a mile and a half of heavy construction. It shortens the distance by road between Buckhorn and Burleigh Falls about 20 miles, so it is stated.

OPEONGO ROAD.

Five miles repaired from D'Acre westward.

PALMER RAPIDS ROAD.

A deviation of a little less than two miles was made from the south boundary of Ratcliffe, beginning at lot 33, to avoid natural difficulties, and the remaining distance between Palmer Rapids and Peterson Road, six miles, was put in very good condition.

PAPINEAU 12 AND 13 CON. ROAD.

Almost entirely new work and a little over three miles in length, consisting of the opening of the road allowance between the twelfth and thirteenth concessions of Papineau across lots 18 to 26; as also the formation of a fair road from lot 18 northward to the fourteenth concession.

PAUDASH LAKE ROAD.

This road is in the township of Cardiff and was begun at the Burleigh road at the west side of lot 12, between concessions four and five, thence eastward half a mile, thence northeasterly to the line between concessions six and seven, and thence again eastward crossing lots to the east side of lot 23, about four miles altogether of mostly new work, and leading to the village of Bancroft.

PEMBROKE AND MATTAWA ROAD.

Repaired from the boundary between the townships of Head and Rolph eastward six miles, and westward an equal length, or twelve miles altogether.

PEMBROKE AND ALGONA ROAD.

Half a mile of repairing on the twentieth concession line of Wilberforce across lots 12 and 13. The work was chiefly lowering the gradients of hills which were very steep.

PERRAULT SETTLEMENT ROAD.

From Eganville southward, three miles of repairs were made, and about one hundred dollars were spent in improving half a mile of a road from this main one southwesterly from lot 21, concession seventeen of Grattan.

PERTH ROAD.

The repair and improvement of this road from about one mile north of Westport to the north boundary of North Crosby, a length of six miles or thereabout. The work is understood to be of a very substantial character.

PETERSON ROAD.

This road has been put in very good condition from the west boundary of Herschel eastward five miles.

PETEWAWA ROAD.

Three-quarters of a mile of road opened in the township of Petewawa, along the east side of lot 25, from the road allowance between the second and third concessions southward.

PETEWAWA AND ALICE ROAD

The town line between the townships, and repaired and opened three miles from lot 1 to lot 10, half a mile being new.

REID ROAD.

A new road, one portion being on the sixteenth concession of Galway from lot 1 eastward two miles; and a second, through lot 16, from the fifteenth to the sixteenth concessions. The county of Peterborough gave \$100 and the municipality of Galway \$50 to aid in the work as agreed upon.

ROLPH ROAD.

A road constructed between lots 10 and 11 of Rolph, from the boundary between Rolph and Wylie westward, one and three-quarters mile, to connect with a highway leading to Wylie Station on the Canadian Pacific Railway.

 ROLPH AND BUCHANAN T. L. ROAD.

A continuation from last year's work and extending on the line between Range B. and concession one of Buchanan, nearly one mile. Chalk River bridge on the Pembroke and Mattawa road, was also repaired.

ROSS AND BROMLEY ROAD.

The opening of three-quarters of a mile across lots 13 to 15 of Ross township, and repair of four and a half miles of the same road from the said lot 13 northward to the Eganville Road.

RYDE ROAD.

The grant made last session of \$500 was expected to be sufficient to complete the opening of this road, but owing to rain and other difficulties only a mile and a half of construction was accomplished, leaving some one hundred and thirty-five rods unfinished. It is on the town line between Rama and Dalton.

SHARBOT LAKE BRIDGE.

General repairs including new hand-railing.

SNAKE RIVER BRIDGE.

A bridge built over Snake River between lots 21 and 22, in the second concession of Bromley. Its length is ninety-four feet and the length of filling at its east end two hundred and sixty feet. The west approach is unfinished.

SOUTH ALGONA 5 CONCESSION ROAD.

Two and a half miles repaired from the fifth concession line of South Algona, at lot 23 eastward and about the shore of Silver Lake to lot 15.

STAFFORD 6 AND 7 SIDE LINE ROAD.

New work; being two miles of construction through concessions two to five on the side line indicated.

STURGEON FALLS ROAD.

Five miles opened and six miles repaired. The new work is on the town line between Springer and Caldwell two miles to the fourth concession and thence west three miles to Verner Station on the railway. The first seven miles of the road are reported as good, the balance yet requiring further expenditure to make it useful at all seasons of the year.

SUDBURY ROAD.

This road which was begun at Sudbury last year, has been continued to Chelmsford, a total distance of about thirteen miles. Of the six and a half miles previously opened, about three miles were repaired and the balance fairly opened and graded, that is to say, about four miles have this year been constructed, one

and a half miles opened as a winter road and three miles repaired. A comparatively small outlay upon the mile and a half mentioned would give an excellent road between these points, Sudbury and Chelmsford.

The following is a description of its position: commencing at lot 6, concession 4, township of McKim, and from thence passing through the said lot; lots 7 and 8 in the same concession and lots 8, 9, 10, 11 in concession 5, when on the last named lot it crosses the Canadian Pacific Railway, passing into lot 12 in the same concession, through lot 12, in concession 6, into lot 1, concession 1, Snider, and continuing through lots 1 to 4 in the last mentioned concession till it strikes the line between concessions 1 and 2, near the centre of the last named lot 4; thence west on said line ten chains; thence north-westerly almost parallel with the railway through lots 5, 6, 7, to lot 8 on the line between the 2nd and 3rd concessions; thence west on this last line to the point between lots 10 and 11; thence north-west to the town line at the point met by the 2nd and 3rd concession line of Balfour, and thence west on the line last mentioned half a mile to the point of division between lots 1 and 2 of Balfour, and from whence the residents have opened a road into the village or railway station. The work has been generally well done, notwithstanding the excessively rainy season.

SUDBURY AND BLEZARD ROAD.

From the village of Sudbury this new road has been opened northward into the township of Blezard, and the southerly two miles properly graded and ditched. About three-fourths of a mile is also well opened, crosswayed and partially covered, and a rough but substantial bridge one hundred and two feet long built. The remaining length of about three and a half miles was in some measure improved, but not at all permanently. The unusually wet season doubtless interfered with the accomplishment of more and better work and this may be said truly with reference to a great number of the season's operations through low lands and swampy sections.

SYDENHAM AND BEDFORD ROAD.

About eight and a half miles repaired from Desert Lake to Fermoy, and over what is called the Sydenham and Fermoy Road, repairs were made from Desert Lake southward nine and a half miles.

TROUT LAKE JUNCTION ROAD.

A continuation northward of this work between lots 22 and 23 of Ferris, the length constructed this season being two and a quarter miles. The road is now within a short distance of its destination, Trout Lake.

WAUGH ROAD.

About four miles of repairing, mostly on the town line between Anson and Lutterworth.

WESTMEATH ROAD.

One mile of construction from lot 6 to lot 9, between concessions one and two, Cologne Lake Front, township of Westmeath.

WESTMEATH AND MUSKRAT LAKE ROAD.

A road extending from lot 22, concession one, of Westmeath, into the township of Pembroke, to connect with the main road which is distant from the point of commencement three miles ; over which general repairs were made.

WIDDIFIELD AND PHELPS ROAD.

Continued eastward between concessions A and B, of Widdifield, one and a half miles to the east side of lot number 10. It was a heavily wooded section and very rocky.

WILBERFORCE ROAD.

About three-eighths of a mile of road opened between lots 5 and 6, Alice, from the town line between Alice and Wilberforce to the main road leading to Eganville. Some improvement was also made opposite lot 5, Wilberforce, on the said town line.

WILBERFORCE 18 CONCESSION ROAD.

The making of half a mile across lots 26 and 27, on the eighteenth concession line of Wilberforce.

WILBERFORCE 19 AND 20 CONCESSION ROAD.

Another new work extending from the Eganville Road to the District Line between Stafford and Wilberforce, a mile and a quarter in length.

YORK RIVER BRIDGE.

This bridge is over York River on the Monck Road, near Bancroft, and replaces one built twenty years ago. It is, as was the first one, one hundred and twenty-five feet long, with main span of sixty feet. The main piers are eighteen and fifteen feet high respectively, built with cut water fronts, and each filled with stone to high water line.

YOUNG'S POINT ROAD.

Two and a half miles of repairs from lot 21 on the road allowance between concessions five and six, of the township of Douro, to Young's Point bridge, at lot 25, of concession three.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES IN THE YEAR 1890.

NAME OF WORK.	Cash.	Supplies from De- partment.	Total.
NORTH DIVISION.			
	\$ c.	\$ c.	\$ c.
Algoma and Spanish River..... Road	813 27	176 07	989 34
Bruce Mines and Port Lock..... do	420 31	87 77	508 08
Bruce Mines Station..... do	268 75		268 75
Cockburn Island..... do	496 94	16 18	513 12
Coffin, 3rd Concession (balance)..... do	31 05		31 05
Coyne's..... do	407 29	89 81	497 10
Current River and Six-Mile Creek..... Bridges	550 00		550 00
Desert Lake..... Road	826 12		826 12
Echo Bay Station..... do	552 02		552 02
Galbraith..... Bridge	100 00		100 00
Galbraith..... Road	400 38		400 38
Great Northern..... Bridges	199 78		199 78
Inspection, including balance of '89.....	1,946 49		1,946 49
Kaministiquia..... Bridge	258 97		258 97
Keewatin..... Bridges	3,800 00	16 01	3,816 01
Kirkwood..... Road	422 60	89 81	512 41
Korah..... do	314 83	90 51	405 34
Korah, 3rd Concession..... do	200 00		200 00
Lake Shore..... do	266 22		266 22
Lefroy..... do	460 00		460 00
Manitoulin Island..... Roads	4,131 62	107 40	4,239 02
Mississaga..... Bridge	1,000 00		1,000 00
Mississaga..... Road	546 76		546 76
Murillo..... do	1,275 79		1,275 79
Oliver Township..... Roads	700 00		700 00
Ottertail Lake..... Bridge	340 99		340 99
Parkinson..... Road	750 00	134 60	884 60
Patton..... do	380 60		380 60
Port Lock and Desert Lake..... do	500 69		500 69
Port Lock and Port Finlay..... Roads	910 00		910 00
Prince, 3rd Concession..... Road	180 00		180 00
Rabbit Mountain and Whitefish Lake..... do	2,150 30		2,150 30
Rainy River..... do	2,608 97	330 67	2,939 64
Rat Portage and Keewatin Road and Bridge..... (balance)	16 59		16 59
Rat Portage and Rainy River Road..... do	121 95		121 95
Rat Portage and Rainy River and Rat Portage and Keewatin Roads	3,511 78		3,511 78
Sable River..... Bridge	2,272 79	136 16	2,408 95
St. Joseph Island..... Roads	750 00	243 55	993 55
State River Valley..... Road	758 36		758 36
Spanish River..... do	499 68		499 68
Thessalon Station (balance)..... do	21 75		21 75
Thessalon Station..... do	50 00		50 00
Vankoughnet..... do	642 98	103 50	746 48
Walford and Shedden..... do	823 08	176 92	1,000 00
Whitefish and Arrow Lake..... do	1,048 10		1,048 10
	38,727 80	1,798 96	40,526 76
MUNICIPAL GRANTS AND REFUNDS—			
Shuniah, account of Murillo Road..... \$800 00			
Keewatin, account of Rat Portage and Keewatin..... 250 00			
Rat Portage account of Rat Portage and Keewatin..... 250 00			
Parkinson..... 68 59			
Desert Lake..... 25 75			
			1,394 34
Total Departmental Expenditure, North Division.....			39,132 42

SUMMARY OF EXPENDITURE, ETC.—Continued.

NAME OF WORK.	Cash.	Supplies from De- partment.	Total.
WEST DIVISION.			
	\$ c.	\$ c.	\$ c.
Ah-mic Lake.....Road	721 10		721 10
Bordeau.....do	416 10	97 69	513 79
Burk's Falls.....do	989 01	142 30	1,131 31
Cardwell Junction.....do	477 37		477 37
Commanda Creek (balance).....Bridge	4 62		4 62
Croft.....Road	641 10	158 61	799 71
Denville Swamp.....do	607 40		607 40
Distress River.....do	498 49		498 49
Draper, 8th concession (1889).....Bridge	100 00		100 00
Draper.....do	1,425 05	172 48	1,597 53
Eagle Lake (balance).....Road	5 12		5 12
Eagle Lake.....do	499 96		499 96
East River (balance).....Bridge	484 03		484 03
Gurd.....do	104 40		104 40
Hillside.....Road	200 25		200 25
Himsworth.....do	832 72	167 23	999 95
Inspection, including balance of '89.....	1,821 26		1,821 86
Junction, No. 1.....Road	311 70		311 70
Junction, No. 2.....do	779 19		779 19
Katrine.....Bridge	200 00		200 00
Longford and Oakley town line.....Road	689 30	60 70	750 00
Macaulay.....do	506 16	91 52	597 68
Maganetawan River.....Bridge	900 00	171 47	1,071 47
Maple Island (balance).....do	13 37		13 37
McDougall.....Road	500 00		500 00
McKellar Centre.....do	505 50		505 50
McMurrich, 10th and 11th side line.....do	281 70	10 00	291 70
Mills (balance).....do	188 42		188 42
Mills.....do	427 96	91 56	519 52
Mills and Stark's Swamp.....do	255 43		255 43
Mills and Wilson.....do	438 05	90 96	529 01
Missionary.....do	499 98		499 98
Muskoka.....do	1,798 37	109 66	1,908 03
Muskoka and Bobcaygeon.....do	516 71		516 71
Muskoka and Ryerson Junction.....do	500 00		500 00
Musquosh.....Bridge	988 64		988 64
Nipissing.....Road	50 00		50 00
Northern.....do	451 96	98 52	550 49
North Cardwell.....do	506 93		506 93
North-West.....do	748 44		748 44
Oka.....do	642 42	205 45	847 87
Oakley, 25th and 26th side line.....do	634 61	110 73	745 34
Orange Valley.....do	300 04		300 04
Parry Sound.....do	2,070 43	184 46	2,254 89
Pringle.....do	505 36		505 36
Rainy Lake (balance).....do	24 00		24 00
Restoul Lake.....do	300 80		300 80
Rosseau and Nipissing.....do	502 90		502 90
Ryerson Centre.....do	1,106 28		1,106 28
Severn River.....Bridge	434 34		434 34
South Armour.....Road	301 23		301 23
South Bay.....do	589 80		589 80
South River.....do	504 98		504 98
Stephenson town line (balance).....Bridge	50 47		50 47
Surprise Lake.....Road	402 23	119 83	522 06
Trout Creek.....Bridge	550 00		550 00
Watt, 4th and 5th concessions.....Road	499 34		499 34
Westphalia (balance).....do	45 19		45 19
Westphalia.....do	816 30	190 60	1,006 90
Whitestone Valley.....do	580 41	120 27	700 68
Total West Division.....	32,747 52	2,394 05	35,141 57

SUMMARY OF EXPENDITURE, Etc.—*Continued.*

NAME OF WORK.	Cash.	Supplies from De- partment.	Total.
EAST DIVISION.			
	\$ c.	\$ c.	\$ c.
Addington.....Road	1,364 62	160 42	1,525 04
Alice, "B" line.....do	200 00		200 00
Alice, 5 and 6 side line.....do	415 97		415 97
Alice, 12 and 13 con.....do	409 95		409 95
Allsaw.....do	450 00	45 73	495 73
Barrie.....do	501 22		501 22
Barrie Bay.....do	401 55		401 55
Black River (1889).....Bridge	221 60		221 60
Bobcaygeon.....Road	399 87	16 90	416 77
Bobcaygeon No. 2.....do	605 86		605 86
Bonfield and Callender.....do	842 30	163 08	1,005 38
Booth.....do	480 00		480 00
Buckhorn.....do	1,080 53		1,080 53
Burleigh.....do	390 00		390 00
Bromley, 9 and 10 side line.....do	202 40		202 40
Cameron (balance).....do	210 76		210 76
Callender and North Bay.....do	484 67		484 67
Calvin.....do	562 91		562 91
Chandos.....do	200 00		200 00
Clare River (balance).....Bridge	10 00		10 00
Combermere.....do	908 50		908 50
Copper Cliff.....Road	200 95		200 95
Denbigh.....do	515 52		515 52
Devil's Lake.....do	362 87	41 68	404 55
Douglas and Cobden.....do	233 00		233 00
Douglas and Haley's Station.....do	199 00		199 00
Eganville and Cobden (balance).....do	61 75		61 75
Eganville and Foy.....do	11 00		11 00
Eganville and Killaloe.....do	510 58		510 58
Ferguson Lake.....do	500 00		500 00
Ferris and Bonfield.....do	800 00	161 94	961 94
Frontenac.....do	1,004 11		1,004 11
Galway and Cavendish.....do	873 75		873 75
Gannon's Narrows.....do	425 09		425 09
German Line.....do	108 90		108 90
Golden Lake.....do	405 33		405 33
Hagarty and Brudenel.....do	513 76		513 76
Hagarty, 2nd and 3rd concession.....do	573 32		573 32
Hardwood Bay.....do	424 87		424 87
Hinchinbrooke.....do	100 00		100 00
Hurd's Creek.....Bridge	349 63		349 63
Hyde's Chute (balance).....do	403 61	58 56	462 17
Inspection, including balance of 1889.....do	3,305 90		3,305 90
Kennebec.....Road	500 00		500 00
Lavant.....do	511 60		511 60
Lutterworth, South.....do	202 75		202 75
Mattawa and Callender.....do	501 64		501 64
Mattawa and Temiscamingue.....do	836 50	162 78	999 28
Methuen.....do	480 00		480 00
Minden and Gelert Station.....do	323 70	80 38	404 08
Mississippi.....do	513 80		513 80
Monck.....do	550 37		550 37
Monmouth and Glamorgan town line.....do	308 73		308 73
Monmouth Junction.....do	999 99		999 99
Nogey's Creek.....do	261 92		261 92
North Algona and Wilberforce.....do	504 16		504 16
North Bay and Temiscamingue.....do	400 00		400 00
North Bay and Trout Lake.....do	405 64		405 64
North Bay and Widdifield.....do	998 58		998 58
North Harvey.....do	569 92		569 92
Opeongo.....do	404 80		404 80
Palmer Rapids.....do	507 13		507 13

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

NAME OF WORK.	Cash.	Supplies from De- partment.	Total.
	\$ c.	\$ c.	\$ c.
EAST DIVISION.— <i>Continued.</i>			
Papineau, 12th and 13th concession Road	526 53		526 53
Paudash Lake do	501 09		501 09
Pembroke and Mattawa do	886 86		886 86
Pembroke and Algona do	399 80		399 80
Perrault Settlement do	495 81		495 81
Perth do	180 00		180 00
Peterson do	496 81		496 81
Petewawa do	204 50		204 50
Petewawa and Alice do	396 15		396 15
Reid do	418 94		418 94
Rolph do	400 02		400 02
Rolph and Buchanan town line do	400 00		400 00
Ross and Bromley do	397 93		397 93
Ryde do	500 10		500 10
Sharbot Lake Bridge	250 00		250 00
Snake River do	431 85		431 85
South Algona, 5th concession Road	515 36		515 36
Stafford, 6th and 7th side line do	413 71		413 71
Sturgeon Falls do	1,364 61	226 26	1,590 87
Sudbury do	2,195 68	398 58	2,594 26
Sudbury and Blezard do	1,700 65	220 82	1,921 47
Sydenham and Bedford do	798 57		798 57
Trout Lake Junction do	800 56		800 56
Waugh do	522 33		522 33
Westmeath do	300 43		300 43
Westmeath and Muskrat Lake do	201 49		201 49
Widdifield and Phelps do	515 35		515 35
Wilberforce do	299 76		299 76
Wilberforce, 18th concession do	257 00		257 00
Wilberforce, 19th and 20th concession do	362 75		362 75
York River Bridge	826 37		826 37
Young's Point Road	204 25		204 25
	50,172 14	1,737 13	51,909 27
MUNICIPAL GRANTS.			
County of Victoria, Account of Mud Lake Bridge. \$425 86			
Township of Smith, " Buckhorn Road 200 00			
County of Peterborough, " " 100 00			
" " Gannon's Narrows Road 100 00			
Township of Harvey, " " 100 00			
J. J. Gartshore, " Monmouth Junc. " 200 00			
County of Peterborough, " Reid Road 100 00			
Township of Galway, " " 50 00			
County of Peterborough, " Young's Point Road 100 00			1,375 86
Total Departmental Expenditure, East Division			50,533 41

SUMMARY OF EXPENDITURE, Etc.—*Continued.*

RECAPITULATION.

	Total Expenditure.	Municipal Grants and Refunds.	Departmental Expenditure.
	\$ c.	\$ c.	\$ c.
I. North Division.. .. .	40,526 76	1,394 34	39,132 42
II. West Division	35,141 57	.....	35,141 57
III. East Division.....	51,909 27	1,375 86	50,533 41
Total Departmental Expenditure.....	.....	.....	124,807 40

HENRY SMITH,

Superintendent Colonization Roads.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1890.



REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO
FOR THE YEAR
1891.

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.



TORONTO:
PRINTED BY WARWICK & SONS, 68 AND 70 FRONT STREET WEST
1892.

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REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO,
FOR THE YEAR 1891.

*To His Honor the Honorable SIR ALEXANDER CAMPBELL, K.C.M.G.,
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOR:

As required by law I submit for the information of your Honor and the Legislative Assembly a Report for the fiscal year ending on the 31st December, 1891, of the management, etc., of the Crown lands of the Province.

CLERGY LANDS.

The area of these lands sold during the year was 1,139½ acres, aggregating in value \$1,022.45. The amount collected on account of these and former sales was \$4,046.05. (See Appendix No. 3, page 5.)

CROWN LANDS.

In my last report it was stated that considerable interest had been excited by discoveries of large deposits of nickel, particularly in the vicinity of Sudbury, and that by Order in Council of the 29th November, 1890, the Crown lands in that vicinity had been withdrawn from sale or location until further notice. At the Session of the Legislature held shortly afterwards, the Mining Act was amended in several important directions: the prices of mining lands were increased, working conditions were imposed requiring

specified expenditure per acre upon each location in actual mining operations, provision was made for imposing a small royalty in certain cases and after a lapse of time, but only upon lands sold after the coming in force of the new law, and power was taken to grant leases. The leasing clauses in the new Act have been taken advantage of to a considerable extent, and there appears to be no doubt that leasing will in the near future be the favorite mode of acquiring mining lands.

The area of Crown lands sold or disposed of during the year was 71,854 acres, aggregating in value \$113,427.47. The collection on account of these and sales of former years amounted to \$92,815.29. (See Appendix No. 3, page 5).

COMMON SCHOOL LANDS.

The area of these lands sold during the year was 256 acres, aggregating in value \$685. The collection on account of these and former sales amounted to \$8,609.31. (See Appendix No. 3, page 5.)

GRAMMAR SCHOOL LANDS.

The number of acres sold during the year was 100, aggregating in value \$75. The collection on account of these and former sales was \$1,165.53. (See Appendix No. 3, page 5.)

RAILWAY LANDS.

Under "Railways Aid Act" of 1889, 52 Vict. c. 35, certain lands were set apart to be sold for the purpose of forming a fund to recoup the Province in respect of moneys expended in aiding Railways. Of these lands 7,739½ acres were sold, aggregating in value \$14,639.84. The collections were \$16,880.44. (See Appendix No. 3, page 5.)

COLLECTIONS AND REVENUE.

The total collection of the Department on account of all sources of revenue was \$1,163,818.76. (See Appendix No. 4, page 6.)

DISBURSEMENTS.

The total disbursements of the Department on account of all services and expenditure were \$310,328.95. Of this amount \$45,658.11 was compensation paid to timber licensees on account of certain timber berths declared to be a part of the Whitefish Indian Reserve and taken by the Dominion Government. (See Appendix No. 6, pages 8 to 14.)

WOODS AND FORESTS.

The total collections for the year amounted to \$1,022,619.31, which includes \$172,551.22 on account of bonuses, leaving the revenue from timber dues, ground rent, etc., to be \$850,068.09.

The revenue from Woods and Forests is slightly in advance of the estimate. There has not been much improvement in the state of the square timber trade during the year,

but the large stocks held in the makers' hands and at ports of shipment have materially decreased, and as only a limited quantity of timber is being taken out this winter there is good prospect of the square timber trade being soon in a satisfactory condition. The sawn lumber trade has been fairly active during the year, and, though there has not been a great advance in values, the demand for lumber has been sufficient to keep prices firm. The output of logs and timber last year was less than that of the previous year, and consequently the stocks of logs and lumber held at the mills have been greatly reduced. From present appearances, if the winter continues favorable, the output of sawlogs for the coming year will be greatly in excess of last year, and a consequently increased accrual of revenue may be expected.

Large quantities of pine timber having been damaged by fire on the north shore of Lake Huron, prompt steps were taken to ascertain the extent of the damage, and the estimated quantity of timber which would have to be cut in order to save it, and tenders were called for about 95,000,000 feet of the damaged timber. The prices obtained were very satisfactory. The bonus was not paid down, but is collectable upon the quantity which may be cut and at the same time as the Crown dues are payable. Careful supervision is being had over the operations by skilled men, who have been directed to see that everything that is merchantable in each tree is cut and that nothing is allowed to go to waste.

The Ontario Cullers' Act came into operation for the first time last year, which necessitated the holding of examinations at various points throughout the Province to test the fitness of persons desiring to be licensed to cull sawlogs and timber cut upon Crown lands. Each of the Examining Boards consisted of three skilled persons, one of whom represented the lumbering interests, the other two being selected by the Department. Examinations were held at thirteen of the most important and easily accessible lumbering centres; 383 candidates were examined, of whom 371 were found qualified and granted licenses. A list of these and their post office addresses will be found on page 68. The expenses of holding these examinations, printing, advertising, etc., were \$1,439.67. The revenue derived from the fees paid by those obtaining licenses was \$1,632.25.

FIRE RANGING.

A part of the past summer was extremely dry, and as a consequence there were a number of disastrous bush fires which destroyed or damaged large quantities of valuable pine timber, both on the lands of the Crown and those under license. From the reports received, about 100,000,000 feet were more or less damaged on licensed lands, but, owing to the presence of the Fire Rangers, the localities where the damage was done and the quantities damaged were known in time to enable the licensees to make arrangements to cut so much of the timber as would be wasted if not at once manufactured. The estimated loss on account of timber burnt on licensed lands, from figures furnished by the licensees, would appear to be about \$70,000. On the Crown lands the Fire Rangers under the Department have estimated the quantity of timber damaged so seriously as to require that it should be cut at once, at 95,000,000 feet, and, as before stated, arrangements were immediately made to offer this quantity for sale, so that as little waste as possible

might result. The timber is in process of being cut, and what the actual net loss to the Province will be cannot be definitely stated until the cutting is complete. The largest limit holders in the Province avail themselves of the Fire Ranging service. Last season thirty-seven of the various lumber firms had rangers upon their limits. The number of rangers employed was 98. The total cost of the service was \$20,053.24. Owing to the continuance of the dry weather late in the season and the highly inflammable state of the forest, the Fire Rangers were kept in the field later than usual, and consequently the Department did not receive their accounts in time to render statements to the various licensees of their proportion of the cost of the service and make the collections before the end of the year. Only \$2,034.76 on this year's service was received before the end of the year; \$5,091.32 was collected on account of refunds of previous years.

At the close of the season, circulars were issued to all the licensees asking for their estimate of the timber damaged, their probable net loss, and requesting them to suggest any improvements which they thought advisable in the present system of Fire Ranging. The replies received, with one or two exceptions, expressed satisfaction with the system as it is, and the only suggestions which were made related to matters of detail.

FISHERIES.

Reports have been received from the Fishery Overseers. They have doubtless accomplished considerable towards the prevention of illegal fishing, but their pay is not such as to enable them to give more than a fraction of their time to this special work.

The revenue, etc., from permits was \$359.42.

GAME LAWS.

Under the amendment to the Game Law, which requires foreigners to take out permits to hunt deer, 17 permits were issued, the revenue from which amounted to \$170.

FREE GRANTS.

There are 154 townships open for location under the Free Grants and Homesteads Act—no new townships having been added since my last report.

During the last year 579 locations were made on 79,948 acres of land, and 49 locatees purchased 1,389 acres; 473 patents were issued to locatees. (See Appendix No. 9, page 18.)

The favorable reports of the lands which have been opened for location in the new District of Rainy River have attracted considerable attention, and as a consequence they are being rapidly taken up. For the convenience of settlers going there, two new Agencies have been opened, one at Rainy River P.O. in the Township of Morley, and the other at Fort Francis P.O. The Crown Lands Agency at Bruce Mines having recently become vacant by the death of the Agent, and as the lands which were open for settlement had become nearly exhausted, I have considered it advisable to close the Agency and attach the remaining lands to the Agency of Thessalon.

CROWN SURVEYS.

The following surveys of townships have been carried out this year :

In the District of Nipissing the township of Clancy has been sub-divided into farm lots of 100 acres each, the townships of Bastedo and Fell into lots of 320 acres each. In the District of Algoma the townships of Porter and Vernon have been sub-divided into lots of 320 acres each. In the District of Thunder Bay the townships of Ware and Gorham and the residue of Dorion have been sub-divided into lots of 320 acres each, and in the District of Rainy River the townships of Carpenter and Dobie have been sub-divided into lots of 320 acres each, and in this district base and meridian lines have been run.

The outlines of Timber Berths in the Districts of Nipissing, Algoma, Thunder Bay and Rainy River have been surveyed, and several minor surveys have also been executed.

The returns of the above named surveys have, so far as received, been examined and where possible closed. The particulars of these surveys will be found in Appendices Nos. 14 and 15, pages 27 and 28.

MUNICIPAL SURVEYS.

The Department has, during the year, on the petition of the Municipal Councils interested, issued instructions for surveys in the following townships :—Wolf Island, Tiny, Dunwich, North Grimsby, Tilbury East and Yarmouth, and has, during the year, confirmed seven municipal surveys in the following townships, etc. :—Wingham and South Norwich, Village of Tilbury Centre, Town of Niagara, Townships of Pickering, Tiny, Nepean and South Plantagenet. The particulars relating to these surveys will be found in Appendices Nos. 12 and 13, pages 24 and 26 inclusive.

MINERAL SURVEYS.

The General Mining Act requires that applicants to purchase mining lands in unsurveyed territory, shall file Surveyors' plans, field notes, and descriptions by metes and bounds of their locations in the Department, before any sale is carried out. Under this Statutory regulation, a number of applicants in the Districts of Algoma, Nipissing, Rainy River and Thunder Bay, have filed plans, etc., etc., and an area of nearly 20,000 acres has been sold and patented to them, for which nearly \$40,000 have been received. With two exceptions these lands were patented either before the change of the Mining Act of last Session or under the provisions of 54 Vic., Cap. 8, Section 1, being the Act referred to.

The particulars relating to these surveys and sales will be found in Appendices Nos 16 and 17, pages 29 to 32 inclusive.

COLONIZATION ROADS.

The work done during the year was as follows :—Miles of new road constructed, 144 ; Miles of road repaired, 433 ; Bridges erected, 13 and many others repaired. The

work done was carefully inspected and reported to be of a satisfactory and substantial character.

The total expenditure was \$99,137.31, of which certain items amounting to \$1,105.57 were refunded, leaving the net Departmental expenditure to be \$98,031.74.

The work of the Department continues to grow, as an indication of which it may be mentioned that the volume of correspondence—letters received and answered—shows an increase of nearly 8,000 over last year.

Respectfully submitted,

A. S. HARDY,
Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1891.

APPENDICES.

APPENDIX No. 1.

RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1891.

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
				\$ c.	
	Hon. A. S. Hardy	Commissioner	1889, January 19	4,000 00	
	Aubrey White	Assistant Commissioner	1882, January 1	2,800 00	
	George Keenedy	Law Clerk	1872, February 1	2,000 00	
	F. Yeigh	Shorthand Writer and Clerk	1880, March 1	1,250 00	
	A. Kirkwood	Chief Clerk	1854, March 21	1,900 00	
	J. J. Murphy	Clerk in charge of Free Grants	1872, May 1	1,350 00	
	Julian Sale	Clerk	1871, August 5	950 00	
	E. S. Williamson	"	1889, May 1	750 00	
	C. J. M. Hardy	"	1890, May 31	650 00	
Free Grants and Sales	G. B. Kirkpatrick	Director of Surveys	1866, January 30	1,900 00	
	W. Revell	Clerk	1871, October 2	1,300 00	
	W. F. Lewis	"	1872, February 5	1,000 00	
Surveys, Patents and Roads	J. M. Grant	Chief Clerk, Patents	1860, May 12	1,400 00	
	Pedro Alra	Clerk	1871, August 1	1,250 00	
	Henry Smith	Superintendent of Colonization Roads	1881, January 1	1,900 00	
	C. Cashman	Clerk	1872, September 1	1,150 00	
	J. H. Bradshaw	"	1884, June 1	850 00	
	J. A. G. Crozier	Chief Clerk	1867, December 1	1,650 00	
	Theo. C. Taylor	Clerk	1888, August 1	1,350 00	
	H. R. Hardy	"	1883, November 1	1,100 00	
Woods and Forests	H. E. Rudge	"	1881, September 1	950 00	
	P. J. Durkin	"	1888, October 1	800 00	
	Alex. McLaren	"	1890, May 22	800 00	

RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1891.

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
Accounts	D. G. Ross	Accountant.	1861, April 15.	\$ 1,800 00	
	E. Leigh	Clerk	1873, December 20.	1,200 00	
	J. J. Kelly	"	1888, March 19.	800 00	
	C. P. Higgins	"	1873, July 1.	1,100 00	
Bureau of Mines	C. S. Jones	Registrar	1890, May 22.	1,400 00	
	A. Blue	Director of Mines	1891, May 8.	2,500 00	
	T. W. Gibson	Shorthand Writer	1891, June 19.	1,200 00	
	Aaron Slaght	Inspector	1890, April 18.	750 00	
	F. Frank	Fireman	1886, December 1.	500 00	Deceased.
	A. McDonald	Messenger	1862, May 19.	550 00	
	D. Kinnan	Night Watchman	1873, April 1.	500 00	
	W. Maloney	Fireman	1891, October 7.	547 50	

D. GEO. ROSS, Accountant.

AUBREY WHITE, Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1891.

APPENDIX No. 2.

List of Crown Land Agents for the Disposal of Free Grants, 1891.

Name.	District or County.	Date of Appointment.	Salary per Annum.	Remarks.
Anderson, D.	Part of Peterborough.	1870, November 21.	\$ 500 00	
Best, S. G.	" Parry Sound District.	1875, March 23.	500 00	
Brown, C. P.	" Algoma District.	1872, June 25.	500 00	
Campbell, A.	" Rainy River District.	1891, May 8.	200 00	
Cockburn, J. D.	" Nipissing District.	1884, May 21.	500 00	
Day, J. F.	" Algoma District.	1875, July 19.	500 00	
Dawson, G. W.	" Frontenac and Addington.	1882, February 17.	500 00	
Dill, J. W.	" District of Muskoka.	1888, August 1.	500 00	
Fielding, W.	" Victoria.	1882, February 23.	500 00	
Gilligan, B. J.	" Nipissing District.	1884, March 26.	500 00	
Hamilton, G.	St. Joseph Island.	1890, September 20.	200 00	
Handy, E.	Part of Parry Sound District.	1879, January 3.	500 00	
Kennedy, J. D.	" Renfrew.	1885, October 30.	500 00	Resigned Sept., 1891.
Mackay, T.	" Parry Sound District.	1881, December 5.	500 00	
Macpherson, R.	" Frontenac.	1871, July 18.	500 00	Agent for Sale of Lands.
Marsh, R. J. F.	" Rainy River District.	1891, May 8.	200 00	Agent for Sale of Lands.
McDonald, D. G.	" Algoma District.	1888, December 3.	500 00	
Nichols, W. L.	" Algoma District.	1885, August 27.	500 00	
Reeves, J.	" Nipissing District.	1872, February 12.	500 00	
Ruttan, J. F.	" Thunder Bay District.	1889, May 16.	400 00	
Ryan, T. J.	" Algoma District.	1888, June 15.	500 00	
Scarlett, J. S.	" Parry Sound District.	1880, June 17.	500 00	
Stewart, C. R.	" Ha-things and Peterborough.	1882, May 1.	500 00	
Stewart, James.	" Renfrew.	1891, September 26.	400 00	
Tait, J. R.	" Hastings.	1869, May 28.	500 00	
Whelan, J.	" Renfrew.	1884, September 19.	500 00	
Wilson, Wm.	" Rainy River District.	1891, June 19.	200 00	

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 3.

STATEMENT of Lands Sold, Amount of Sales, and Amount of Collections for the Year 1891.

Service.	Acres Sold.	Amount of Sales.	Amount of Collections.
		\$ c.	\$ c.
Railway Lands	7,739½	14,639 84	16,880 44
Crown Lands	71,854 ⁴¹ / ₁₀₀	113,427 47	92,815 29
Clergy Lands	1,139½	1,022 45	4,046 05
Grammar School Lands	100	75 00	1,165 53
Common School Lands	256	685 00	8,609 31
Total	81,089 ^{41½} / ₁₀₀	129,849 76	123,516 62

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1891.

APPENDIX No. 4.

STATEMENT of the Gross Revenue of the Department of Crown Lands for the year 1891.

SERVICE.	\$ c.	\$ c.
<i>Land Collections:</i>		
Railway Lands.....	16,880 44	
Crown Lands.....	92,815 29	
Clergy Lands.....	4,046 05	
Common School Lands.....	8,609 31	
Grammar School Lands.....	1,165 53	
Rent....	5,271 28	
		128,787 90
<i>Woods and Forests:</i>		
Timber Dues.....	791,863 44	
Ground Rent.....	58,204 65	
Bonus.....	172,551 22	
		1,022,619 31
Casual fees.....	505 30	
Board of Surveyors	137 50	
Cullers' fees	1,632 25	
Fishing license fees.....	359 42	
Hunting license fees	170 00	
		2,804 47
<i>Expenditure Refunds:</i>		
Forest Fire Prevention	7,126 08	
Agents' Salaries	98 18	
Colonization Roads	1,105 57	
Surveys	1,277 25	
		9,607 08
		1,163,818 76

D. GEO. ROSS,
Accountant.AUBREY WHITE,
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1891.

APPENDIX No. 5.

STATEMENT of the Receipts of the Crown Lands Department which are considered as Special Funds.

SERVICE.	\$ c.	\$ c.
<i>Clergy Lands:</i>		
Principal.....	2,124 34	
Interest	1,921 71	
		4,046 05
<i>Common School Lands:</i>		
Principal	3,702 77	
Interest :.....	4,906 54	
		8,609 31
<i>Grammar School Lands:</i>		
Principal.	823 73	
Interest	341 80	
		1,165 53
<i>Railway Lands:</i>		
Principal.....		16,880 44
		30,701 33

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1891.

APPENDIX No. 6.

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1891.

SERVICE.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
<i>Salaries—Land.</i>			
Anderson, D.....	500 00		
Best, S. G.....	500 00		
Brown, C. P.....	500 00		
Campbell, A.....	150 00		
Cockburn, J. D.....	500 00		
Dawson, G. W.....	500 00		
Dill, J. W.....	500 00		
Day, J. F.....	500 00		
Fielding, W.....	500 00		
Gilligan, B. J.....	500 00		
Handy, E.....	500 00		
Hamilton, G.....	200 00		
Kennedy, J. D.....	375 00		
McDonald, D. G.....	500 00		
Mackay, T.....	500 00		
Macpherson, R.....	500 00		
Marsh, R. J. F.....	150 00		
Nichols, W. L.....	500 00		
Reeves, J.....	500 00		
Ruttan, J. F.....	400 00		
Ryan, T. J.....	500 00		
Scarlett, J. S.....	500 00		
Stewart, C. R.....	500 00		
Stewart, J.....	105 48		
Tait, J. R.....	500 00		
Whelan, J.....	500 00		
Wilson, W.....	106 10		
		11,486 58	
<i>Salaries—Timber.</i>			
Campbell, P. C.....	1,466 00		
Margach, W.....	1,600 00		
Macdonald, D. F.....	1,600 00		
Macdonald, W. J.....	1,500 00		
Darby, E. J., clerk.....	900 00		
Larose, S. E., ".....	850 00		
Mackay, Jno.....	900 00		
Nicholson, B., clerk.....	618 75		
Munro, H.....	1,200 00		
McWilliams, J. B.....	2,000 00		
Tassé, D.....	100 00		
		12,734 75	
<i>Salaries—Fisheries.</i>			
Clark, N..... (Salary for 1890 and 1891)	100 00		
Little, Jno. T..... " "	100 00		
Moore, F. J..... " "	100 00		
McDermott, B..... " "	100 00		
Carried forward.....			

APPENDIX No. 6.—Continued.

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1891.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			
<i>Salaries—Fisheries—Continued.</i>			
McKewen, S. R. (Salary for 1890 and 1891)	100 00		
Smith, R. R. " "	100 00		
McKirdy, W.... " "	75 00		
Sullivan, Jno.....	100 00		
Willmott, J. H. (Salary for 1890 and 1891)	100 00	875 00	
<i>AGENTS' DISBURSEMENTS.</i>			
<i>Land.</i>			
Anderson, D.....	14 21		
Best, S. G.....	27 91		
Brown, C. P.....	8 05		
Cockburn, J. D.....	15 13		
Dill, J. W.....	51 94		
Day, J. F.....	6 50		
Fielding, W.....	5 11		
Handy, E.....	22 35		
Hamilton, G.....	7 70		
Kennedy, J. D.....	6 47		
Mackay, T.....	13 53		
Macpherson, R.....	11 45		
Nichols, W. L.....	7 30		
Ryan, T. J.....	19 75		
Scarlett, J. S.....	15 00		
Stewart, C. R.....	15 00		
Tait, J. R.....	9 13		
Whelan, J.....	6 12	262 65	
<i>Timber.</i>			
Margach, W.....	2,706 22		
Macdonald, D. F.....	429 39		
Macdonald, W. J.....	828 60		
Mackay, J.....	564 04		
Munro, H.....	593 63		
McWilliams, J. B.....	337 62		
Tassé, D.....	3 00	5,462 50	
<i>Fisheries.</i>			
Emmons, Jno.....	5 25		
Moore, F. J. M.....	30 41		
Smith, R. R.....	17 05		
Willmott, J. H.....	116 01	168 72	
<i>Carried forward</i>			

APPENDIX No. 6.—*Continued.*

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1891.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			
<i>Miscellaneous.</i>			
Carpenter, W. H., Inspection.....	22 00		
Dunn, A. S., ".....	10 00		
Drury, Hon. Chas., ".....	58 70		
Fellows, W. R., ".....	9 00		
Gibson, T., ".....	4 53		
Graham, J. R., ".....	8 00		
Hardy, Hon. A. S., travelling expenses.....	137 00		
Hanes, Jno. L., Inspection.....	90 00		
Jones, C. S., Inspection of Agencies.....	75 00		
Lyon, W. D., Expenses <i>re</i> Fisheries.....	50 00		
Murdoch, J., Inspection.....	5 00		
McRae, W. A., ".....	5 00		
Nicholson, B., travelling expenses.....	74 00		
Regan, Jno., Inspection.....	242 50		
Slaght, A. travelling expenses (for 1890).....	573 40		
Silvester, W. H., Inspection.....	30 00		
Stratton, W. A., Expenses <i>re</i> Fisheries.....	10 00		
Suir, W. H., Inspection.....	7 00		
Walsh, J., ".....	15 00		
White, A., travelling expenses.....	186 85		
Yeigh, F., ".....	58 65		
Yeigh, F., Inspection of Agencies.....	150 00		
		1,821 63	
<i>Wood Ranging and Inspection of Timber Lands.</i>			32,811 83
Bick, Geo.....		1,068 38	
Brady, Jno.....		952 57	
Brennan, P.....		650 00	
Campbell, J. B.....		70 00	
Campbell, P. C.....		160 00	
Colville, Jno.....		102 00	
Cunningham, Jno.....		873 55	
Fraser, D.....		515 00	
Gardner, J.....		1,000 00	
Garrow, E.....		479 47	
George, Jno.....		185 35	
Grant, Jas.....		59 50	
Halliday, F.....		1,295 35	
Halliday, Jas.....		790 00	
Henderson, C.....		1,423 00	
Hunter, T. M.....		693 73	
Inglis, Wm.....		395 50	
Johnson, S. M.....		1,505 23	
Kennedy, Jno.....		1,047 40	
Ludgate, Theo.....		1,301 40	
Moore, D. H.....		1,222 20	
McCogherty, P.....		1,087 00	
McFarlane, W.....		230 00	
McGown, Thos.....		333 10	
McGown, Wm.....		910 00	
<i>Carried forward</i>			

APPENDIX No. 6.—*Continued*

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1891.

SERVICE.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>						
<i>Wood Ranging and Inspection of Timber Lands—Continued.</i>						
Paget, Géo.			1,300	00		
Regan, Jno.			794	10		
Robertson, A. M.			232	00		
Robinson, W.			1,082	49		
Russell, W.			2,542	48		
Shaw, Jos.			1,169	06		
Smith, A. C.			579	10		
Smith, J. W.			1,117	50		
Sullivan, Jno.			1,572	60		
Turgeon, J. B.			630	00		
White, J. B.			965	00		
					30,334	06
<i>Fire Ranging.</i>						
					63,145	89
Airhart, A.			76	00		
Anderson, Wm.			262	00		
Austin, C.			295	75		
Bartlett, G. H.			446	50		
Bell, Jno.			262	00		
Blanchette, C.			262	00		
Borron, E.			258	00		
Bowland, W.			887	65		
Brenner, W.			335	42		
Bromley, Thos.			262	00		
Brown, S. J.			351	63		
Chamberlin, B. E.			252	00		
Conway, Jas.			236	00		
Crawford, R.			422	75		
Creswell, W.			381	00		
Donally, R. S.			204	00		
Elcome, E.			378	63		
Elliott, W.			160	00		
Ford, Chas.			164	00		
Gallagher, Jas.			189	50		
Garr, Jno.			117	00		
Gauthier, N.			134	77		
Graham, E. L.			146	00		
Grier, Thos.			86	00		
Hadley, J. J.			169	00		
Hanes, J. L.			60	00		
Hartt, J.			178	00		
Harvey, A.			164	00		
Hawkins, T. J.			50	00		
Headrick, W.			160	00		
Henderson, C.			216	00		
Hennessy, J. W.			223	00		
Hillis, Jno.			150	00		
Hoff, J. S. M.			184	50		
Hickson, A.			260	00		
Humphrey, T. W.			168	00		
Johnson, E.			74	66		
Johnson, R. W.			490	25		
<i>Carried forward</i>						

TABLE No. 6.—Continued.

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1891.

SERVICE.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>						
<i>Fire Ranging—Continued.</i>						
Jones, S.....			218	00		
Johnson, W.....			244	00		
Kemp, A.....			199	75		
Kirby, Thos.....			150	00		
Landreville, T.....			275	50		
Latour, C.....			117	00		
Larigue, J.....			58	00		
Mackay, W. C.....			224	27		
Marks, Thos.....			262	00		
Maves, W.....			212	75		
May, M.....			150	00		
Mitchell, J. C.....			130	00		
Moore, W.....			150	00		
McBrien, R.....			6	25		
McCogherty, P.....			251	10		
McCallum, Jno.....			672	50		
McCool, Jno.....			232	00		
McCormick, J. C.....			123	00		
McCuen, S.....			156	00		
McDermott, P.....			318	25		
McDonell, A.....			431	00		
McDougall, D.....			148	00		
McFarlane, J. W.....			970	28		
McGown, W.....			134	00		
McKay, A.....			151	25		
McMullin, J.....			275	12		
McNiff, P.....			262	00		
McVean, K.....			162	00		
Nevers, C.....			360	00		
O'Neil, A. J.....			339	51		
Pearson, Jno.....			30	00		
Price, A.....			118	60		
Porter, J.....			237	50		
Rawson, C. E.....			160	00		
Regan, Jno.....			62	50		
Rushton, F.....			234	00		
Ryan, R.....			126	00		
Smith, A. C.....			308	40		
Smith, G. O.....			130	70		
Sedgwick, Jas.....			246	00		
Sedgwick, Jno.....			30	00		
Scantlin, J.....			134	50		
Streatfield, L. C.....			230	00		
Stewart, J. E.....			162	90		
Sullivan, Jno.....			69	60		
Taylor, Jno.....			198	25		
Tennant, G.....			262	00		
Thompson, T.....			174	00		
Walsh, I.....			265	00		
Young, Wm.....			320	75		
					20,053	24
<i>Carried forward</i>					83,199	13

TABLE No. 6.—Continued.

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1891.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			
EXAMINATION OF CULLERS.			
<i>Expenses of Examiners.</i>			
Armstrong, Jno.....	58 55		
Aylesworth, W. R.....	35 00		
Brady, Jno.....	30 15		
Campbell, P. C.....	15 00		
Carpenter, W. H.....	8 00		
Christie, W. P.....	42 00		
Dollar, Jas.....	82 50		
Graham, G. A.....	13 03		
Halliday, F.....	24 95		
Henderson, Chas.....	89 00		
Johnson, S. M.....	88 00		
Kennedy, Jno.....	30 00		
Lovering, H. L.....	51 60		
Ludgate, Theo.....	50 10		
Martin, D. A.....	41 60		
Mather, D. L.....	8 50		
Mickle, Chas.....	28 00		
Moore, D. H.....	22 35		
Macdonald, D. F.....	8 00		
Macdonald, W. J.....	20 30		
McCogherty, P.....	50 60		
McGown, Wm.....	33 30		
McKendry, D.....	49 74		
McNeil, J. J.....	19 90		
McWilliams, J. B.....	27 35		
Paget, Geo.....	53 35		
Russell, Wm.....	51 15		
Shaw, Jas.....	37 85		
Smith, J. W.....	27 90		
Advertising		1,097 74	
Printing		260 88	
		81 05	
			1,439 67
<i>Bureau of Mines.</i>			
Blue, A., salary.....	1,639 42		
Slaght, A., ".....	750 00		
Gibson, T., ".....	667 00		
		3,056 42	
Blue, A., travelling expenses.....	395 50		
Slaght, A., ".....	188 85		
		584 35	
Bell, R., Geological Report.....		300 00	
Books.....	449 90		
Printing and stationery	122 63		
Office furnishings	167 45		
		739 98	
			4,680 75
<i>Carried forward</i>			

TABLE No. 6—*Continued.*

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1891.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			
Refunds.....		25,142 38	
White Fish Reserve		45,658 11	
Colonization Roads			70,800 49
Willow Creek Drain.....			99,137 31
Surveys.....			300 00
Board of surveyors.....			39,455 30
			245 00
<i>Contingencies.</i>			
Printing and binding	2,135 91		
Stationery	1,528 31		
		3,664 22	
Postage and telegraphing		1,376 34	
Subscriptions and advertising.....		3,246 81	
Messengers		330 00	
Firemen		754 00	
Night watchman.....		500 00	
Extra clerks.....		663 00	
Sundries		536 93	
			11,071 30
			310,328 95

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1891.

APPENDIX No. 7.

WOODS AND FORESTS.

STATEMENT of Revenue collected during the year ending 31st December, 1891.

	\$	c.	\$	c.
Amount of Western District collections at Department.....	668,762	28		
“ “ “ Quebec	24,970	28		
			693,732	56
Amount of Belleville District collections.....	72,178	64		
			72,178	64
Amount of Ottawa collections.....	235,247	75		
“ “ at Quebec.....	21,460	36		
			256,708	11
Total			1,022,619	31

AUBREY WHITE,
Assistant Commissioner.

J. A. G. CROZIER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1891.

APPENDIX

WOODS AND

STATEMENT of Timber and Amounts accrued from Timber, Dues, Ground

AGENCIES.	QUANTITIES AND						
	Area covered by Timber Licenses.	SAW LOGS.				Boom and Dimension Timber.	
		White Pine.		Other.			
		Sqr. Miles.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
Ottawa Timber District.....	7,316	910,862	109,613,459	19,029	1,218,010	64,473	9,906,785
Belleville Timber District....	1,474	520,468	52,258,143	43,608	810,648	23,421	5,223,833
Western Timber District.....	7,030	3,287,139	289,335,903	22,668	1,642,591	118,875	22,713,497
Total ..	15,820	4,718,469	451,207,505	85,305	3,671,249	206,769	37,844,115

GENERAL STATEMENT OF

AGENCIES.	QUANTITIES AND								
	Railway Ties.	Pulp Wood.	Cordwood.		Lineal feet Cedar.		Traverses.	Posts.	Shingle Bolts.
	Pieces.	Cords.	Hard. Cords.	Soft. Cords.	Pieces.	Feet.	Pcs.	Crds.	Crds.
Ottawa Timber District..... <small>11 00 11 1</small>									

J. A. G. CROZIER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1891.

No. 8.

FORESTS.

Rent and Bonus during the year ending 31st of December, 1891.

DESCRIPTION OF TIMBER.

SQUARE TIMBER.

White Pine.		Red Pine.		Butternut, Ash, Maple, Elm and Birch.		Oak.		Tamarac.		Hemlock.	
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.
6,248	315,123	175	6,709	.....	.....	.....	.....	4	145	74	1,525
2,191	96,280	.....	.....	{ E. 5 M. 1	210 48	} 33	834	100	3,763	2,362	103,770
22,799	1,145,672	382	16,130	{ Bch. 53 A. 8 Butt. 2	1,645 175 42	} 4	94	.....	.....	.....	.....
31,238	1,557,075	557	22,839	{ E. 5 M. 1 Bch. 53 A. 8 Butt. 2	210 48 1,645 175 42	} 37	928	104	3,908	2,436	105,295

TIMBER, ETC.—Continued.

DESCRIPTION OF TIMBER.

Tele- graph Poles.	Guard Rails.	Head Blocks.	Piles.	Hem- lock Bark.	AMOUNTS ACCRUED.				
					Trespass and Interest.	Timber Dues.	Ground Rent.	Bonus.	Total.
					\$ c. 4,434 07	\$ c. 134,220 01	\$ c. 20,901 00	\$ c.	\$ c. 159,555 08
148	.....	.....	.....	.....	1,451 47	62,731 77	4,093 00	.....	68,276 24
1,336	503	170	600	98	21,565 66	382,773 50	32,717 00	172,551 22	609,607 38
1,484	503	170	600	98	27,451 20	579,725 28	57,711 00	172,551 22	837,438 70

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 9.

RETURN of the number of locatees and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of the settlement duties, and of patents issued under the "Free Grants and Homesteads Act" during the year 1891.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of per- sons located.	Number of acres located.	Number of pur- chasers.	Number of acres sold.	Number of lots of which have been cancelled.	Number of patents issued.
Baxter	Muskoka	J. W. Dill, Bracebridge	8	916	..	..	..	7
Brunel			3	400	..	67	2	9
Chaffey ..			9	1,032	1	..	6	3
Draper ..			7	839	2	24	8	3
Franklin ..			6	803	1	18	6	9
Macaulay ..			1	96	..	..	1	3
Medora ..			7	1,277	2	81	10	3
Monck ..			..	..	..	..	4	4
Morrison ..			13	2,070	..	..	12	1
Muskoka ..			8	959	..	..	7	2
McLean ..			7	762	..	..	3	3
Oakley ..			1	200	..	..	..	9
Ridout ..			5	637	..	..	6	..
Ryde ..			3	400	..	..	2	3
Sinclair ..			6	1,014	2	30	1	5
Sherborne ..			..	..	..	..	..	2
Stephenson ..			8	993	..	..	4	5
Stisted ..			8	901	..	..	11	8
Watt ..			4	330	1	..	1	8
Wood ..			13	1,958	..	..	11	4
Cardwell ..	Parry Sound	Mrs. T. Mackay, Parry Sound	6	1,142	..	..	10	3
Carling ..			5	882	..	..	2	2
Christie ..			1	198	..	..	2	2
Ferguson ..			2	400	..	..	2	1
Foley ..			1	120	..	..	1	1
Hagerman ..			1	98	..	..	1	3
Humphry ..			4	566	1	..	3	1
Monteith ..			..	..	..	10	..	2
McConkey ..			1	188	1	60	2	3
McDougall ..			4	745	..	..	..	5
McKenzie ..			1	100	..	..	2	1
McKellar ..			..	..	..	..	..	..
Shawanaga ..			2	314	..	..	..	1
Wilson ..			..	..	..	..	..	..

Chapman	7	698	1	16	1	3
Croft	6	799	5	.....	.....	3
Ferrie	4	789	.....	.....	.....	3
Gurd	10	1,884	.....	.....	.....	6
Lount	6	904	.....	.....	2	3
Macfar	5	782	1	10	.....	5
Mills	3	600	.....	.....	2	5
Pringle	1	198	.....	.....	.....	1
Ryerson	3	500	.....	.....	.....	15
Spence	2	288	.....	.....	6	9
Strong	9	1,272	.....	.....	2	20
Armour	2	300	.....	.....	4	5
Bethune	3	404	.....	.....	5	6
July	5	795	1	2	6	5
McMurrich	4	761	4	22	6	3
Perry	8	1,080	4	21	4	18
Proudfoot	9	1,389	1	24	4	4
Hardy	11	1,822	2	112	17	11
Hinsworth	9	1,576	.....	.....	6	1
Leurier	2	300	.....	.....	2	1
Nipissing	1	160	.....	.....	.....	.....
Patterson	10	1,347	.....	.....	1	1
Anson	10	.....	.....	.....	3	1
Glanorgan	4	401	1	21	4	4
Hindon	1	115	1	15	2	5
Lutterworth	13	1,345	.....	.....	2	4
Minden	8	945	.....	.....	4	.....
Stanhope	3	350	.....	.....	12	7
Snowdon	16	1,846	.....	.....	.....	3
Peterboro'	13	1,856	.....	.....	1	1
do	7	757	.....	.....	2	5
Haliburton	1	104	.....	.....	.....	4
do	1	100	.....	.....	.....	1
do	1	100	.....	.....	.....	.....
do	3	299	.....	.....	1	3
do	2	298	.....	.....	.....	2
do	8	994	.....	.....	.....	9
do	15	2,310	1	39	12	5
do	9	1,253	.....	.....	8	5
do	7	1,995	.....	.....	4	8
do	6	911	1	11	5	4
do	10	1,492	.....	.....	7	4
do	5	470	.....	.....	8	9

S. G. Best, Maganetawan

E. Handy, Enadale

J. S. Scarlett, Powassan

Wm. Fielding, Minden

D. Anderson, Apsley

C. R. Stewart, Haliburton

J. R. Tait, L'Amable

APPENDIX No. 9.—Continued.

RETURN of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of per- sons located.	Number of acres located.	Number of pur- chases.	Number of acres sold.	Number of lots the locations of which have been cancelled.	Number of patents issued.	
Abinger.....	Addington	G. W. Dawson, Plevna.	1	107			2	2	
Denbigh.....	do						2	4	
Canoto, South	Frontenac								6
“ North	do								3
Clarendon.....	do								1
Miller.....	do								3
Falmerston.....	do							1	
Algona, North	Renfrew	James Reeves, Eganville.	1	97				1	
“ South								6	
Brougham.....								1	
Grattan.....								15	
Hagarty.....								6	
Richards.....								1	
Wilberforce.....						3	6		
Brudenell.....	Renfrew	John Whelan, Brudenell.	6	791			3	9	
Griffith.....								1	
Lyndock.....								1	
Matavachan.....								1	
Radcliffe.....								2	
Raglan.....								1	
Sebastopol.....						2	2		
Sherwood.....						135	3		
Alice.....	Renfrew	James Stewart Pembroke	3	295			4	7	
Buchanan.....								4	
Fraser.....								2	
Head.....								2	
Maria.....								1	
McKay.....									1
Petewawa.....	Cameron		1	136	1	1	3	9	
Rolph.....								1	
Wylie.....								2	
Cameron.....								1	

APPENDIX No. 10.

FISHERY OVERSEERS.

UNDER THE ONTARIO FISHERIES ACT.

NAME.	DISTRICT.	POST OFFICE ADDRESS.	SALARY.
John H. Willmott.....	District of Muskoka.....	Beaumaris	\$ 50 00
Francis James Moore.	Victoria, Peterborough and Haliburton	Lakefield.....	75 00
Norman Clark	Lanark and parts of Frontenac and Addington....	Mississippi Station	50 00
John T. Little.....	Part of District of Algoma.....	Iron Bridge	50 00
Samuel R. McKewen.....	Manitoulin Island	Tehkummah	50 00
Benjamin McDermott	District of Parry Sound.....	Sundridge	50 00
Robert R. Smith.....	County of Renfrew	Eganville	50 00
William McKirdy.....	River Nepigon, Lake Nepigon and tributaries	Nepigon	50 00
Joseph Whalen	Thunder Bay District.....	Port Arthur	50 00
John Emmons.....	Rainy River District.....	Rat Portage	200 00
John A. Johnson	Parts of Muskoka and Parry Sound.....	Parry Sound	100 00
John Sullivan	Parts of Algoma and Thunder Bay .....	.....	.....

A. KIRKWOOD,

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1891.

APPENDIX No. 11.

STATEMENT of the number of letters received and mailed by the Department in 1889, 1890 and 1891.

YEARS.	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads	Transferred to other Departments.	Totals.	Names Indexed.	Enclosures.	Orders in Council.	Returned not called for at address.	Mailed from Department.
1889.....	6,757	926	2,600	3,621	2,353	8	16,257	23,000	33,000	20	27	20,135
1890.....	6,954	1,444	2,486	4,272	2,679	12	17,837	24,000	34,000	24	25	21,022
1891.....	7,068	929	2,432	5,862	2,086	8	18,385	24,600	34,600	51	16	28,292

CHARLES S. JONES,
Registrar.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1891.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 12.

STATEMENT of Municipal Surveys confirmed during the year 1891.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
	T. Harry Jones	559	21st June, 1889	To survey that part of the Town line between the Townships of Windham and South Norwich opposite the 6th Concession of Windham, and to plant stone monuments at the angles of the 6th Concession marking the westerly limit of said Township, and also at the corresponding corners of any Concession lines in South Norwich abutting thereon marking the easterly limit of said Township	25th February, 1891.
2	Coad & Robertson	562	3rd July, 1889	To survey Canal street, in the Village of Tilbury Centre, and to plant durable monuments, one at the south-west angle of Lot No. 1, corner of Queen and Canal streets, Stewart survey, another at the north-west angle of Lot No. 1, corner of Queen and Canal streets, Carlen survey north, another at the north-east angle of an unnumbered lot in Stewart and Marshall survey at the east end of said Canal street, and a fourth at the east end of said Canal street, on the north side of said street, opposite said unnumbered Lot ...	17th April, 1891.
3	W. E. Yarnold	565	7th October, 1889	To survey Lots Nos. 7 and 8, in the 8th Concession of the Township of Pickering, and to plant cut stone or other durable monuments at the front and rear angles of said Lots	17th April, 1891.
4	Geo. Gibson	567	28th October, 1889	To survey the westerly boundary of the Town of Niagara, the same being the boundary between the two Municipalities of the Town and Township of Niagara, and to mark the said line by permanent stone or iron monuments	4th July, 1891.
5	Maurice Gaviller	572	18th April, 1891	To survey the Concession line between the 6th and 7th Concessions of the Township of Tiny from the 2nd Concession (old survey) or base line westward to the Georgian Bay, and to plant permanent monuments on said line at the base line, the side road between Lots Nos. 13 and 14, and the side road between Lots Nos. 18 and 19 ...	1st December, 1891.

6	J. M. O. Cronwell	570	26th November, 1890.....	To survey the allowance for road lying north of Lot No. 35, in Concession No. 1, Kiteau Front, and south of Lots Nos. 26 to 30 inclusive, in Concession No. 2, Ottawa Front, of the Township of Nepean, and to plant durable monuments in such positions as will show said allowance for road	16th December, 1891.
7	J. B. Lewis	560	22nd June, 1889	To survey Lots Nos. 10 to 23 inclusive on the lines between the 14th and 15th Concessions and between the 16th and 17th Concessions of the Township of South Plantagenet, and to plant durable monuments at the angles of the Lots on said Concession lines, as the same were originally planted	28th December, 1891.

GEORGE B. KIRKPATRICK, P.L.S.,

Director of Surveys.

DEPARTMENT OF CROWN LANDS,

Toronto, 31st December, 1891.

AUBREY WHITE,

Assistant Commissioner.

APPENDIX No. 13.

STATEMENT of Municipal Surveys for which instructions were issued during the year 1891.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	David Williams	571	19th March, 1891	To survey the 4th and 5th Concession line in the Township of Wolfe Island from lot No. 9, south of base line, southerly to Lake Ontario, and to mark the same by iron or stone monuments.	1st December, 1891.
2	Maurice Gaviller	572	18th April, 1891	To survey the concession line between the 6th and 7th Concessions of the Township of Tiny, from the 2nd Concession (old survey) or base line westward to the Georgian Bay, and to plant permanent monuments on said line at the base line, the side road between lots 13 and 14, and the side road between lots 18 and 19.	
3	William M. Davis	573	19th June, 1891	To survey the road allowance between the 2nd and 3rd Concessions of the Township of Dunwich, opposite lots Nos. 13 and 14, and mark the same by stone or iron monuments.	
4	Edward Gardiner	574	20th July, 1891	To survey the allowance for road between lots Nos. 2 and 3 in the 3rd Concession of the Township of North Grimsby, and to plant permanent stone or iron monuments at the north-west and south-west angles of lot 2, and at the north-east and south-east angles of lot 3.	
5	Joseph M. Tiernan	575	1st July, 1891.	To survey the concession line between the 1st and 2nd Concessions of the Township of Tilbury East, and to mark the same by stone or iron monuments.	
6	A. W. Campbell	576	8th September, 1891 ...	To survey the south boundary lots 1, 2 and 3 in the 7th Concession of the Township of Yarmouth, and to plant stone or iron monuments at the front angles of said lots.	

GEORGE B. KIRKPATRICK, P.L.S.,
Director of Surveys.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1891.

APPENDIX No. 14.

STATEMENT of Crown Lands surveys in progress and amounts advanced up to date, during the year 1891.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount advanced.
1	May 19th, 1891	Alex. Niven	Base and Meridian lines in the District of Rainy River	\$ c. 4,600 00
2	May 26th, 1891	J. W. Fitzgerald	Township of Clancy	3,600 00
3	June 18th, 1891	H. R. McEvoy	" Bastedo	1,400 00
4	June 18th, 1891	D. L. Sanderson	" Dunlop	700 00
5	June 18th, 1891	E. J. Rainboth	" Vernon	1,000 00
6	June 18th, 1891	J. S. Laird	" Gorham	2,000 00
7	June 18th, 1891	B. J. Saunders	" Ware	2,000 00
8	July 10th, 1891	Elihu Stewart	Certain parts of Township outlines in the District of Algoma	1,575 00
9	August 31st, 1891	H. B. Proudfoot	Re-survey of part of the Town plot of Alberton	
10	September 3rd, 1891	Jane & Dickson	Inspection of surveys, 1891	1,330 00
				\$18,205 00

GEORGE B. KIRKPATRICK, P.L.S.,

Director of Surveys.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1891.

APPENDIX No. 15.

STATEMENT of Mineral Lands which have been patented in unsurveyed territory in the Districts of Thunder Bay, Algoma and Nipissing during the year 1891.

No.	No. of Description.	Patentee.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
					\$ c.	
1	2718	Raphael Pumpelly	Mining locations R437, R438, R439, R440, R441, R442, R443, R444, situated west of the township of Combee.	943	1886 00	16th January, 1891.
2	2719	G. A. Shaw and W. H. Hunter	Mining location R406, situated west of township of Strange.	82	164 00	16th January, 1891.
3	2721	James W. McIntosh	154½, south of the township of Lybster.	80	160 00	16th January, 1891.
4	2722	James W. McIntosh	155½, south of the township of Lybster.	80	160 00	16th January, 1891.
5	2727	Arthur M. Dodge	F7, F8, south west of Wahnapiptae Lake.	63	127 00	30th January, 1891.
6	2728	Michael P. Adams	R376, north Arrow Lake	81	162 00	30th January, 1891.
7	2730	George E. Ollerhead	R472, on Mattawin River, west of township of Combee	78	156 00	2nd February, 1891.
8	2732	Joseph Rochon, <i>et al</i>	R451, east of Schriber Station.	84	168 00	5th February, 1891.
9	2737	John M. Clark	28, Straight Lake, north of township of Moncreiff	36	72 00	12th February, 1891.
10	2739	James S. Russell	Mining locations R424, R445, R446, R447, R448, R449, R452, R453, R454, R455, R456, west of township of Combee.	1133	2266 00	19th February, 1891.
11	2738	O. Shepard and H. Lee	Mining locations R421, R422, R423, R457, west of township of Combee.	776	1552 00	19th February, 1891.
12	2745	A. M. Eastman	Mining locations R380 and part of R381, south of Whitefish Lake	280	580 00	11th March, 1891.
13	2750	John Flett, <i>et al</i>	Mining location R108, near Whitefish Lake, included in Lybster.	80	160 00	14th April, 1891.
14	2759	James Hammond	Mining locations 221w, 225w, 223w, west of Mattawin River.	480	960 00	27th April, 1891.
15	2760	Mary Peck	30x, 31x, 122x, south east of Whitefish Lake.	215	430 00	20th April, 1891.
16	2761	William O. Caldwell	W202, W203, W204 on Gundint Lake.	596	1192 00	27th April, 1891.
17	2784	James F. Whitson	W5 and W6, west of Wahnapiptae Lake.	142	284 00	18th May, 1891.
18	2809	Edgar J. Jarvis.	WR8, WR9, WR10, WR11, west of Wahnapiptae Lake	306	612 00	29th May, 1891.
19	2838	E. J. Jarvis and W. J. Skynner	Mining location WR1, west of Wahnapiptae Lake.	35	70 00	16th June, 1891.
20	2839	W. H. Laird	R411, west of Kamistiquia River.	78	156 00	23rd May, 1891.
21	2842	Thomas B. Ross	Mining locations WR5 and WR6, north of township of Morgan.	106	212 00	23rd May, 1891.
22	2843	James W. McIntosh	Mining location 78½, south of Whitefish Lake.	80	160 00	23rd May, 1891.
23	2844	J. K. Leslie and G. S. Macdonald.	W13 on the west side of Wahnapiptae Lake.	28	56 00	23rd May, 1891.
24	2845	W. B. Poulton	W15 on the west side of Wahnapiptae Lake.	45	90 00	23rd May, 1891.
25	2846	H. Blain and A. B. Lee	Mining locations R410 and 412 west of the township of Pardee.	160	320 00	27th May, 1891.
26	2847	Raphael Pumpelly	R463, R464, R465, R466, R467 north of the township of McIntyre.	317	634 00	28th May, 1891.

27	Matthew N. Price	Mining location	R432 west of the township of Strange	147	294 00	26th May, 1891.
28	E. D. Moore	"	D south of Straight Lake, Moncrieff	64	128 00	26th May, 1891.
29	Elias Cronstedt	"	R366 west of Sand Lake	80	160 00	28th May, 1891.
30	B. A. Benctson and F. F. Tolfer	"	R305 near Sand Lake	78	156 00	28th May, 1891.
31	The Opema Mining and Smelting Co.	Mining locations	157 s, 158 s in township of Dorion	68	136 00	5th June, 1891.
32	Edward V. Wright	Mining location	EVW south side of Vermillion Lake	99	198 00	5th June, 1891.
33	S. W. Ray and C. O. Lalonde	"	18 s in the 5th concession, township of Strange	78	156 00	17th June, 1891.
34	James A. Proctor and W. Ward	Mining locations	3r, 4r east of La Cloche	279	558 00	18th June, 1891.
35	G. W. Ray	Mining location	20 s on Basin Lake, north of Arrow Lake	80	160 00	18th June, 1891.
36	T. Ware, <i>et al</i>	"	R295 west of Atic Lake, north of Arrow Lake	80	160 00	23rd June, 1891.
37	T. S. Harris	Mining locations	250 x and 251 x Port Coldwell, Lake Superior	65	130 00	29th June, 1891.
38	Oliver Daunais	"	R120 and R121 north-west of Whitefish Lake	160	320 00	29th June, 1891.
39	O. Daunais and T. A. Gorham	Mining location	R199 west of the township of Strange	185	370 00	29th June, 1891.
40	W. G. Johnson and A. E. Ware	"	R255 north-west of Whitefish Lake	80	160 00	14th July, 1891.
41	Herbert Shear	"	300 s south of Schrieber Station	51	102 00	14th July, 1891.
42	Alex. L. Russell	Mining locations	R470, R471, R473, R476, R477, R478, R486, R491, R494	1764	3528 00	16th July, 1891.
43	Geo. O. P. Clavet, <i>et al</i>	Mining location	33 s near Sand River	76	152 00	25th July, 1891.
44	J. R. McMullen and W. Bishop	"	A143 north of McIntyre	322	641 00	22nd September, 1891.
45	James Hammond, <i>et al</i>	Mining locations	152 s, 153 s north of the River Mattawin	144	288 00	21st September, 1891.
46	R. Thompson and J. Hammond	"	132 s, 133 s, 134 s on and north of River Mattawin	231	462 00	22nd September, 1891.
47	G. orge Wetherby	Mining location	R354 north of Arrow Lake	80	160 00	22nd September, 1891.
48	Ross Thompson	Mining locations	R468, R469 on Mattawin River	135	270 00	22nd September, 1891.
49	T. Henry Coswell	Mining location	R357 south-east of Whitefish Lake	80	160 00	23rd September, 1891.
50	James Holditch	"	" "Denedus Islands," Lake Tanagamingue	58	116 00	23rd September, 1891.
51	G. Wetherby and M. Frost	"	R274 Round Lake, west of Whitefish Lake	52	104 00	22nd September, 1891.
52	M. P. Adams and P. A. Egleson	"	R375 north of Arrow Lake	80	160 00	22nd September, 1891.
53	John A. Robb	"	R360 west of Whitefish Lake	80	160 00	22nd September, 1891.
54	F. Jones and G. Wetherby	Mining locations	32 s, 34 s near Sand River	156	312 00	25th September, 1891.
55	Herman E. Long	Mining location	121 x west of the township of Strange	132	264 00	25th September, 1891.
56	A. E. Ware and J. A. Robb	Mining locations	R374, R373 west of township of Strange, and R377 west of Whitefish Lake, south-east of Sand Lake	235	470 00	1st October, 1891.
57	Andrew R. Potter	Mining location	R348 on Little Whitefish River	160	320 00	1st October, 1891.
58	A. G. Parkhurst, <i>et al</i>	"	115 s south of Lybster	80	160 00	3rd October, 1891.
59	A. G. Parkhurst, <i>et al</i>	"	117 s south of Lybster	80	160 00	2nd October, 1891.
60	A. G. Parkhurst, <i>et al</i>	"	30 s north side of Whitefish Lake	74	145 00	1st October, 1891.
61	Geo. E. Ollerhead	"	R483 north of Mattawin River	69	138 00	1st October, 1891.
62	John Gamble, <i>et al</i>	"	22 s about 20 miles north-east of Michipicoten Bay	320	640 00	1st October, 1891.
63	E. C. Donally, <i>et al</i>	"	M2 north of township of Dryden	80	160 00	28th October, 1891.
64	Albert L. Hatch	"	WD13 north of the township of Lumsden	160	480 00	19th November, 1891.
				12636 56	25433 00	

GEORGE B. KIRKPATRICK, P.L.S.,

Director of Surveys.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1891.

AUBREY WHITE,

Assistant Commissioner.

APPENDIX No. 16.

STATEMENT of Lands which have been patented in unsurveyed territory in the District of Rainy River, during the year 1891.

No.	No. of Description.	PATENTEE.	Designation of Land.	Acres.	Amount.	Date of Patent.
1	R.R. 99	John T. Horne	Mining Locations 86E, 100E, 101E, 102E, on Atik-oka River	265	\$ 530	26th December, 1890.
2	" 101	W. R. Dick and M. Banning	Mill Location, Portage Bay and Winnipeg River, Keewatin	27	5	5th January, 1891.
3	" 102	M. N. Garland <i>et al.</i>	Mining Locations, 106E, 107E, 108E, 109E, 110E, 111E, 112E, along the Atik-oka River	515	1030	19th January, 1891.
4	" 103	J. H. Putnam and M. McManus	" K140 and K141 on La Seine River	601	1202	19th January, 1891.
5	" 104	Alfred Goulet <i>et al.</i>	" AL40, Clear Water Bay, Lake of the Woods	62	124	17th January, 1891.
6	" 105	Donald Morrison	" 225P, on Lake of the Woods	253	506	23rd January, 1891.
7	" 106	J. Connée and M. N. Garland	" 233X, 235X, on Atik-oka River (west halves)	66.5	133	21st February, 1891.
8	" 107	Andrew M. Wiley	" 231X, 232X, 234X, and east halves of 233X, 235X, on Atik-oka River	311.5	623	20th February, 1891.
9	" 108	Essie Gibbins	Mining Location, 86P, on Lake of the Woods, south of Keewatin	50	100	3rd March, 1891.
10	" 109	A. E. McManus <i>et al.</i>	" K142, on La Seine River	54	108	14th April, 1891.
11	" 110	A. B. Lee <i>et al.</i>	Mining Locations, 112E, 113E, south of Atik-oka River	160	320	29th April, 1891.
12	" 111	A. B. Lee <i>et al.</i>	" 136E, 137E, 138E, south of Atik-oka River	480	960	29th April, 1891.
13	" 112	G. C. Greenwood <i>et al.</i>	Mining Location, R343, on Hunter's Island	70	140	18th May, 1891.
14	" 113	D. C. Cameron and H. W. Kennedy	" 348E, between Lake of the Woods and Long Lake	68	136	29th May, 1891.
15	" 115	John T. Horne	Mining Locations, 103E, 104E, on west side of Saraw Lake	206	412	19th June, 1891.
16	" 116	David L. Mather	Mining Location, 280P, Mink Bay, Keewatin	80	160	23rd June, 1891.
17	" 117	Wm. J. Schwigter	" AL23, on Vermilion Lake, near La Seine River	33	66	23rd June, 1891.
18	" 118	L. S. Franklin	Mining Locations, 125E, 126E, 127E, 129E, Steep Rock Lake	392	784	10th July, 1891.
19	" 119	S. S. Scovil and Geo. Drewry	Mining Location, XVIv, N.E. of Rat Portage	160	320	10th July, 1891.
20	" 120	A. Benson and H. Norman	West half of Mining Location K16, north of Indian Reserve, 38E	72	144	14th July, 1891.
21	" 121	D. B. Burdett	Mining Location, K7, near Pipestone Point, Lake of the Woods	78	156	30th July, 1891.
22	" 122	D. B. Burdett	" 175P, "	58	116	29th July, 1891.
23	" 123	D. B. Burdett	Part of 190P, part of 191P, part of 194P, 193P, Mining Locations, adjoining timber limit No. 1, near Pipestone Point	322	644	29th July, 1891.
24	" 124	C. Brough	Western Lumber Co., Mill Location, south of Rat Portage	159	318	22nd September, 1891.

25	"	125	F. I. Clarke	Parts of Location, K8, south of Rat Portage	32	64	1st October, 1891.
26	"	125½	F. I. Clarke	18.	51	102	1st October, 1891.
27	"	126	John F. Caldwell	Mining Location, 318p, north-east of Rat Portage	80	160	1st October, 1891.
28	"	127	H. L. Smith	Mining Locations, 352x to 262x, inclusive, on Sheep Rock Lake.	411	822	5th October, 1891.
29	"	128	MacRoy O'Loughlin <i>et al.</i>	Mining Location, 312p, north-east of Rat Portage	80	160	24th September, 1891.
30	"	129	MacRoy O'Loughlin <i>et al.</i>	261p,	160	320	24th September, 1891.
31	"	130	Robert A. Jackson	354p, Rushing River, Bigstone Bay, Lake of the Woods.	33	66	3rd October, 1891.
32	"	131	E. Gibbons and W. Oliver	" Xxi, Lake of the Woods, at outlet of Long Lake	166	332	5th October, 1891.
33	"	132	Thos. Hanson <i>et al.</i>	" X15, Pipestone Bay, Lake of the Woods.	72	144	5th October, 1891.
34	"	133	S. J. Green	Portions of Location K8, and part of K13, in the Township of Rat Portage.	12	24	5th October, 1891.
35	"	134	Arthur Harvey	Mining Location, 292p, Yellow Girl Point, Lake of the Woods.	17½	35	5th October, 1891.
36	"	136	S. S. Scovil	351p, East of Rat Portage.	80	320	19th November, 1891.
37	"	137	John W. L. Forster <i>et al.</i>	281p,	78	156	16th October, 1891.
38	"	138	J. W. L. Forster <i>et al.</i>	" K110,	39	78	15th October, 1891.
39	"	139	Minnesota & Ontario Lumber Co.	Mill Location, at Norman, Rat Portage.	30	300	16th October, 1891.
40	"	140	J. Lacourse and F. Bedart	Mining Locations, 150p, 151p, Islands in Manitow Lake	276	276	20th October, 1891.
41	"	142	John S. Whiting	Mining Location, 324p, Pharnigan Bay, Lake of the Woods.	23	46	24th October, 1891.
42	"	143	A. Neilson <i>et al.</i>	349p, near Roseland Station.	40	160	19th November, 1891.
43	"	144	Alexander McArthur	222p, on Pine Portage Bay, Lake of the Woods	117	234	9th November, 1891.
44	"	146	William Young	" 323p,	223	446	3rd December, 1891.
45	"	147	Jacob Smith and Joseph Thompson	" 328p, near "	35	70	3rd December, 1891.
46	"	148	J. Thompson and W. Young	" 347p, on "	180.5	361	3rd December, 1891.
47	"	149	Geo. T. Orton and Jas. Cooper	" 7k, on north side Hay Island, Lake of the Woods.	318	636	7th December, 1891.
48	"	150	The Geo. Heenan Mining Co'y.	The Geo. Heenan, Mining Location on Hay Island, Lake of the Woods.	103	206	7th December, 1891.
					7062	\$14555	

AUBREY WHITE,
Assistant Commissioner.

GEORGE B. KIRKPATRIK, P.L.S.
Director of Surveys

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1891

APPENDIX No. 17.

STATEMENT of Crown Lands Surveys, completed and closed during the year 1891.

No.	Date of instruction.	Name of Surveyor.	Description of Survey.	Amount paid. \$ c.	No. of acres.
1	June 18th, 1890	J. W. Fitzgerald	Township of Guthrie	428 70	61410
2	June 18th, 1890	H. B. Proudfoot	" Barron	395 98	48514
3	June 24th, 1890	Frank Purvis	" Hawley	124 70	23210
4	August 6th, 1890	Francis Bolger	" Lyman	334 15	23345
5	July 3rd, 1890	Alexander Niven	Line between the Districts of Rainy River and Thunder Bay	525 00	
6	October 21st, 1890	C. F. Aylesworth, jr.	Lots 30, 31 and 32 in the several Concessions of Madoc	885 68	
7	June 21st, 1890	Edmund Seager	Timber Berths in the District of Rainy River	156 40	
8	June 24th, 1890	Henry De Q. Sewell	" " Thunder Bay	824 38	
9	October 24th, 1890	T. J. Patten	" 120, 125 and 132 north of Lake Huron	602 23	
10	October 3rd, 1890	James Dickson	Inspection of Surveys, 1890	779 70	
11	March 17th, 1891	The Copp, Clark Co.	Maps of Nipissing District	19 20	
12	June 18th, 1891	W. R. Burke	Township of Fall	1676 43	23949
13	June 18th, 1891	Joseph M. Tiernan	" Porter	1633 24	23332
14	June 18th, 1891	T. B. Speight	Residue of the Township of Dorion	1857 66	26538
15	June 23rd, 1891	H. B. Proudfoot	Township of Dobie	1384 81	19783
16	June 23rd, 1891	H. B. Proudfoot	" Carpenter	1674 26	23918
17	June 18th, 1891	David Beatty	Resurvey of portions of 1st and 3rd Meridian lines north of lake Huron	1028 32	
18	June 18th, 1891	David Beatty	Timber Berths 107 and 113 north shore of lake Huron	609 88	
19	June 18th, 1891	J. L. Morris	Line between Timber Berths 37 and 45, District of Nipissing	204 00	
20	March 16th, 1891	J. F. Whitson	Timber Berths in Rainy River District	1281 15	
21	October 26th, 1889	Edmund Seager	Survey of certain locations at Rat Portage	34 00	
22	W. E. Yarnold	W. E. Yarnold	Survey of 8th Concession of North Gwillimbury	218 00	
23	G. B. Kirkpatrick	G. B. Kirkpatrick	Expenses re enquiry respecting survey of 8th Concession North Gwillimbury	19 30	
24	Unwin, Foster & Co.	Unwin, Foster & Co.	Drawing Maps	251 20	
25	J. F. Whitson	J. F. Whitson	Drawing Maps	200 00	
26	Wm. Margach	Wm. Margach	Tracing of Rainy River District (part)	10 00	
27	Wm. Margach	Wm. Margach	Expenses re survey of Timber Berths in Rainy River District	2781 83	
28	The Copp, Clark Co.	The Copp, Clark Co.	Lithographing Township and District maps	1302 50	
29	C. Potter	C. Potter	Charts of Lake Huron and Georgian Bay	7 60	
				21,250 30	273,999

GEORGE B. KIRKPATRICK, P.L.S.

Director of Surveys.

AUBREY WHITE,

Assistant Commissioner.

APPENDIX No. 18.

STATEMENT of Patents, etc.. issued by the Patents Branch during the year 1891.

	Number.
Crown Lands.....	239
School ".....	49
Mining ".....	257
Public " (late Clergy Reserve).....	25
Free grants lands, A. A.....	80
" " " under Act of 1880.....	340
Rainy River ".....	50
Licenses of occupation, etc.....	5
Leases, Mining.....	47
Total.....	1,092

JOHN M. GRANT,
Chief Clerk.

AUBREY WHITE,
Assistant Commissioner,

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1891.

APPENDIX No. 19.

STATEMENT of the names of Candidates who have passed their Examinations before the Board of Examiners of Land Surveyors for Ontario during the year 1891.

PRELIMINARY CANDIDATES PASSED.

Ernest Alfred Farncomb.

Walter Hall.

FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

John Kimpton Robinson,
Edward Thompson Wilkie, Dominion Land Surveyor.
Harold Holmes Gibson.
Darrell Denman James, Graduate School of Practical Science.
James Hutcheon, Graduate School of Practical Science.
James Robert Pedder, Graduate School of Practical Science.
Thomas Henry Wiggins, Graduate School of Practical Science.

The Board of Examiners of Land Surveyors for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of April and November, in every year, unless Monday be a holiday (in which case they shall meet on the day next thereafter, not being a holiday). Section 6, Chapter 152, Revised Statutes of Ontario of 1887.

PRELIMINARY EXAMINATION.

All persons, with the exception of Graduates of the Royal Military College at Kingston, and of the Ontario School of Practical Science, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects: Penmanship, Orthography, Fractions, Decimals, Square Root, Logarithms, Algebra (including Equations to the first degree), Euclid (first four books), Plane Trigonometry, the Rules for Spherical Trigonometry, Mensuration of Superficies, the use of Ruling Pen and Construction of Plain and Comparative Scales.

FINAL EXAMINATION.

Final Candidates, before obtaining a License to practice, undergo a strict and searching examination before the Board of Examiners in the following subjects, viz: Geometry, including the first six books of Euclid (with the exception of the last thirteen propositions of the Fifth Book); Algebra, including Progressions, Plane and Spherical Trigonometry, Mensuration of Superficies; Laying out and dividing up of Land; Descriptions by metes and bounds for Deeds and other Documents; the Use and Adjustment of Surveying and Levelling Instruments; the laying out of Curves; Practical Astronomy, including finding of time, latitude, longitude, Azimuth, Variation of the Compass, and drawing Meridian lines; the Acts relating to the Survey of Lands in Ontario, the general Mining Act, the Registry Act (so far as it refers to Plans), the Municipal Acts (so far as they relate to Roads, Survey and Drainage), the Ditches and Water Courses Act; the Theory and Practice of Levelling; the Principles of Evidence; Drawing of Affidavits; Taking of Field Notes and Preparing Plans; the Rudiments of Geology and Mineralogy, and the Sufficiency of their Surveying Instruments.

GEORGE B. KIRKPATRICK, P.L.S.,
Director of Surveys.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1891.

(Appendix No. 20.)

DISTRICT OF ALGOMA.

TOWNSHIP OF PORTER.

TILBURY CENTRE, ONT.,

October 28th, 1891.

SIR,—In accordance with instructions from your Department, bearing date the 18th day of June, 1891, I beg to report having made the Survey of the township of Porter, in the District of Algoma.

Leaving the Sault Ste. Marie branch of the Canadian Pacific Railway at Webbwood, I went north by a lumbermans' waggon road to the Big Bend of the Spanish River, and then down the river by boats to the side line between lots numbers two and three of the township of Baldwin, and thence packed north along said side line to the south boundary of the township of Porter, a distance of about a quarter of a mile. I here took an observation of Polaris for meridian. The magnetic variation is $4^{\circ} 24'$ west, and is very regular throughout the township, there being very little local attraction.

I began my survey by retracing the north boundary of the township of Baldwin and the west boundary of the township of Hyman for my south and east boundaries. I then ran my concession and side lines west and north in accordance with your instructions.

I had some difficulty in finding the post at the south-east corner of the township owing to a fire having run over a small portion of the corner of the township of Porter, as well as adjoining portions of the townships of Baldwin, Nairn and Hyman. I finally found the post in a partially burnt condition, and replaced it with a new cedar one having the same marks and the same bearing trees as before.

The township, although very rocky in some places, has tracts of considerable area of good soil well adapted for agricultural purposes, about sixty per cent. of the total area of the township being farming land of fair quality. The soil varies from clay loam in some places to light sand in others. The whole of the township except about one thousand acres of brule, is well timbered with pine, cedar, spruce, maple, birch, hemlock, etc.

The pine is of very good quality, except in the rocky lands in the north-western parts of the township, where it is very short and scrubby.

The township is well watered by numerous small creeks and by deep clear lakes, some of these of considerable area.

The rocks are all of the Laurentian formation. No economic minerals were met with during the survey. There is an abundance of game, consisting of moose, bear, red deer, mink, duck, partridge, etc.

There are no settlers on any part of the township. Accompanying this report are the field notes, plan of survey, timber plan, etc., which I trust will be found satisfactory.

I have the honour to be, Sir,
Your obedient servant,

(Signed) JOS. M. TIERNAN,
Provincial Land Surveyor.

The Honourable A. L. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 21.)

DISTRICT OF ALGOMA.

TOWNSHIP OUTLINES.

COLLINGWOOD, ONT.,

December 23rd, 1891.

SIR,—I have the honour to submit the following report on the survey of certain outlines of townships in the district of Algoma, in accordance with your instructions dated 9th July, 1891.

I commenced the Survey at the intersection of the centre of the track of the Canadian Pacific Railway, with a certain base line run by P. L. S. Proudfoot in 1888. This point is about eleven chains and fifty links northerly along the centre of the track from mile post number 503, and six chains and eighty-six lengths west of a spruce post marking the thirty-fifth mile from the east on said base line. This made my starting point seventy-three chains and fourteen links east of the south-west angle of township number three.

After planting posts on said base line at each side of the railway right of way, and also gas pipe alongside of each post and marking both as directed in instructions, I commenced a traverse north-westerly along the line of railway, and continued till by calculation of latitudes and departures, I ascertained the point of intersection of the projected boundary between townships numbers three and four with one of my traverse courses; and from this point I ran the said boundary due north to within one chain of its calculated distance, where it entered a lake expansion of the east branch of the Spanish River.

After placing posts similar to those at the place of beginning on each side of the railway right of way, on this line, I continued the traverse to the intersection of the boundary between townships numbers four and five. I then ran this line due east till it intersected the said lake, then continuing the traverse to the intersection of the next township boundary I ran that boundary north to its limit, and so on with the other intersected boundaries throughout the work, usually running to the nearest corner and adhering as closely as possible to the instructions. There is one exception to this in the case of the boundary between townships, numbers eight and nine, where the line, after being posted on each side of the right of way of the railway is only run a short distance into the woods.

Those lines which were run on the ground are shown by full lines on the accompanying plan, and the others only by dotted lines. I took numerous astronomical observations during the progress of the work, a record of each of which is given in the traverse notes, showing also in each case the error in the bearing of the last course run previous to taking the observation. The average error was about $0^{\circ} 02' 37''$, and as very accurate chaining could always be done along the railway, I based the whole work on the traverse, running the township boundaries from the railway to the intersections, and planting the corner posts at such intersections, whether the chainage agreed with the calculated distance or not.

The difference is shown in the notes, and is not more than might be expected when the nature of the ground is considered and also the convergence of meridians.

I may say that I received every accommodation from the railway in the transport of my men and outfit by means of freight trains from point to point on the work whenever I wished to move camp.

I closed the work at Woman River Station by driving a piece of gas pipe about eighteen inches in length down to the surface of the track. Its position can be found by referring to the diagram at the end of the traverse notes.

Regarding the physical character of the country included in the work, I will refer to it for convenience under a few different heads:

First. Regarding its soil, there is some fair land along the valley of the Spanish

River, but of limited extent, the land here being much more hilly and rocky than farther west. In the neighbourhood of Biscotasing and from there west, especially in the neighbourhood of Ramsay Station, there is some very fair soil, and apparently of considerable extent.

Second. Rock Formation—The character of the rocks is that of gneiss and granite, with occasional belts of Huronian slates cutting them. In this latter formation, indications of minerals were observed by frequent copper or iron stains on the rocks.

Third. Timber—During the early part of the present season, the greater part of the country passed over was overrun by fire, killing most of the timber. The only extent of pine worth mentioning within the limits of my work, was in the vicinity of Ramsay Station and Oat Lake, where a considerable quantity and of fair size was met with, a large part of which, however, was injured by the recent fire.

By referring to the plan it will be seen that the height of land between the basins of the Hudson Bay and that of the St. Lawrence is reached near Turnbull Siding. In this neighbourhood the land is generally flat and the timber small, but as Woman River was approached some pine was seen, but of rather a small size.

Fourth. Water—Small lakes are numerous, in some of which fish are found. A very fine chain of lakes extends from Biscotasing to the vicinity of Ramsay Station. These flow into the Spanish River.

Settlers.—With the exception of those in the service of the railway and a few others at Biscotasing and its vicinity, the country is still a wilderness.

I have the honour to be, Sir,
Your obedient servant,

(Signed) E. STEWART,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 22,)

DISTRICT OF NIPISSING.

TOWNSHIP OF FELL.

INGERSOLL, ONTARIO,
August 26th, 1891.

SIR.—I have the honour to submit the following report of my survey of the township of Fell, in the district of Nipissing, according to your instructions, dated the 18th day of June, 1891.

I proceeded en route to Sturgeon Falls where I procured men, canoes, and supplies, and from thence with thirteen of a party up the Sturgeon River, to the trail leading to Tomiko Lake, camping at the head of the lake, which extends about a mile and a half into the township. I first reopened the north boundary of the township of Grant, eastward from Tomiko Lake, to the eastern boundary and then proceeded to work westward and northward, moving camp to different places, until the survey was completed.

The boundaries of this township had all been run before, but I rechaind them carefully, brushing them out where necessary.

The township on the whole is moderately level, more especially the north-eastern part, while towards the south-west it becomes more undulating, but nowhere attains a great elevation.

The soil on the high land is sandy loam and where not stony will be suitable for farming, though somewhat broken by rocky ledges. Several open beaver meadows covered

with a rank growth of grass were observed. The swamps with one or two exceptions were quite dry, and with a soil of a dark sandy loam or a rich black muck, will make excellent grass land when cleaned. The natural drainage is good, and very little land of marshy nature was seen.

The south-eastern part of the township, as far west as Tomiko Lake, had been burnt over a number of years ago, and also a small area in the north-west corner leaving over two-thirds of the land still covered with green bush.

The timber is essentially mixed and of only medium quality. Some good tamarac and spruce of fair size were seen, but the swamps are not very heavily timbered. White birch and poplar were found in considerable quantities, but no black birch worth noting.

The pine is mostly small.

There are several small lakes in the western part of the township, and one in the north-east corner. Tomiko Lake is a beautiful sheet of water and abounds with black bass, pike, and pickerel.

I made an accurate survey of the portion of this lake extending into my township, as well as the smaller lakes.

I have the honour to be, Sir,
Your obedient servant,

(Signed) W. R. BURKE,
Provincial Land Surveyor.

The Honourable A. S. HARDY.
Commissioner of County Lands,
Toronto.

(Appendix No. 23.)

DISTRICT OF NIPISSING.

TOWNSHIP OF CLANCY.

PETERBOROUGH, ONTARIO.
December 21st, 1891.

SIR.—I have the honour to report the completion of the survey of the township of Clancy, in the district of Nipissing, performed under your instructions of the 26th day of May, this year.

I beg to submit also the field notes and plan of the township, all of which I trust will be found satisfactory.

As instructed, I commenced the survey at the south-west angle of the township of Guthrie, and ran the south boundary of Clancy, westerly on the given bearing S. 69° 08' 20" west astronomically, to the side line between lots 20 and 21.

I then worked north on side line ten and eleven, carrying up side lines five and six and fifteen and sixteen at either side, and running the concessions in their order, west some fifteen lots, and some twenty, as found convenient.

The north boundary of the township, previously surveyed, having been reached I surveyed out concession lines fourteen and fifteen to the end of thirty-seven lots, the number mentioned in my instructions.

Instead of starting at the south-west corner of the township and running the west boundary north. I, in order to avoid a jog at the north-west angle of the township, which in practice must inevitable occur in arriving at a point nearly ten miles distant over a rough country, adopted as starting point for this line the south-west angle of the township of Niven, or more correctly perhaps, the intersection at that place of the surveyed lines defining its south and west boundaries.

From this point of intersection I continued south, the west boundary of the township

of Niven, to form the west boundary of the township of Clancy, on the proper bearing S. 20° 51' 40" east astronomically, to intersect where it would, the production westwards of the south boundary of the township, thus avoiding all jogs at the corners.

In this case the intersection of the boundaries is in a lake—Victoria Lake. This point is distant from the shore on the south boundary westerly, twenty-one chains sixty-five links, and on the west boundary, southerly, twenty-seven chains sixty-eight links.

It is to be understood that simultaneously with the survey of the west boundary, I carried down the survey of side lines of twenty and twenty-one, twenty-five and twenty-six, thirty and thirty-one, and ran out to the west boundary the several concession lines on the way south.

Regarding the general character of the township, it may be described as follows :

The more descriptive particulars will be found in the field notes.

The whole of the south-east quarter of the township is rolling and hilly, and not infrequently broken by stony knolls and abrupt rocky precipices.

The intervening valleys too, are in some places more or less stony, but nevertheless contain many patches of very fair soil. The Little Opeongo River flows through a block of four to five hundred acres of excellent land in concession one, extending from about lot six to lot eleven.

This section of the township has been lumbered over a number of years, but there is upon it still a considerable quantity of standing green pine, white and red, of commercial value.

Pine trees, when healthy, and not too thick, are less liable to injury from fire than almost any other kind of trees in our forests.

The tall smooth trunk, with only a few high top limbs, helps materially to save the pine tree from destruction by fire. The north-east corner of the township is mostly brulé. It is undulating and flat in places. The soil is light, cold, sharp sand and clay, on clay, gravel and stone bottom. It is almost destitute of trees of any value, and is at present covered with a young growth of poplars, white birch, jack pine, cherry, hazel, etc.

Along the north side of the township, from side line ten and eleven west, to line twenty-five and twenty-six, embracing concessions thirteen, fourteen, and fifteen, the country is broken by rolling hills, showing more or less clearly defined outlines. The surface is somewhat stony and is interspersed with small swamps, swales, and in places deep mirysloughs. Although generally presenting a rather bare and arid aspect, this tract contains not an insignificant proportion of land suitable for the production of hay and root crops.

From side line twenty-five and twenty-six, to the west boundary, and from the north boundary to the south, and Victoria Lake, the country is diversified by hill and dale. It is heavily timbered with a sound living growth of mixed hardwood and greenwood, including a good proportion of pine, white and red, of dimension and quality.

The surface, though somewhat stony, generally denotes a rich fertile soil extending over a large area.

There are several tracts of large black birch, beech, ironwood, hemlock, and sugar maple scattered over this section.

It is at present being lumbered on in the north end by McLachlin & Co., in the south end by Booth & Co. There is a central part of the township lying between concessions four and thirteen, and lots fifteen to twenty-five, which is now a brulé. It is traversed by a few stony ridges, but on the bottom slopes and valleys patches of fine land are met with. There is little of any timber of value to be found on this section, it being covered with a scrubby growth of small poplars, balsams, white birch, jack pine, etc., with a sprinkling of tall dead pines towering above the tangle of old fallen trees and the thick crop of underbush beneath.

Although vast quantities of logs have, during many years past, being taken out of this township, the supply is yet far from being exhausted, and by care and guarding from fire the pine timber in it will afford many future seasons employment, and yield an immense quantity of valuable pine logs.

The township is most abundantly supplied with water of the best and purest kind, in the numerous lakes that have their sources in and traverse it.

McKaskills' Lake, a pretty sheet of water, has its source in the township. It bears north-west about two and a-half miles, is about one mile wide at the south end, and for the greater part of its length nearly half a-mile in width. It is the head water of the Bonnechere River, which flows out of it in a north-easterly direction into the township of Niven, where it is joined by a smaller stream, thence it flows south-easterly, re-entering the township and crossing its north-east corner, flows out of it again south-easterly in the township of Guthrie, in lot number thirty-five, concession eleven. From its source it has in its whole course been used for many years as an important stream for the driving of saw logs.

Long Lake, another stretch of clear water bearing also in a north-westerly direction, is about two miles long, varying in width from a couple of chains to half a-mile. It flows south-easterly about two miles into Wilkins Lake, a broad sheet of water nearly two miles long, due south, and one mile wide at the widest place. The united waters then flow, in about the same course, into Robitaille Lake in the south-west corner of the township of Guthrie, and thence easterly joining the Bonnechere River in lot number twenty-two, in concession eleven, township of Guthrie.

The Little Opeongo River has its chief source in a few ponds, in a large marsh south of McKaskills Lake about a quarter of a mile. Another branch comes from the west of the township having its source in a chain of small lakes. The stream averages about sixty links wide and has a good current. There are three lakes on it within the township. Round Lake, a fine sheet of water, having a pretty clear sandy beach along the eastern shore, for the rest the shore is mostly rock and stone, rising gradually to a considerable height in places. Rock Lake, so called from its rocky eastern shore, is another beautiful sheet of clear water.

The Big Opeongo River enters the township on lot number thirty-seven, concession number four, It flows south-easterly through Victoria Lake, about one-half the area of which is in the township.

Victoria Lake is a fine sheet of water, and like the other lakes described, abounds with pickerel and grey trout, the latter up to fifteen and twenty pounds in weight. With regard to the numerous smaller lakes that are scattered in the township, they also are of clear good water, and like the streams running into and out of them contain with other varieties of fish, an abundant supply of speckled trout.

There are no permanent settlers in this township, though in the township west of it there is one of very old standing, and who has considerable improvements made.

Moose, deer, and game generally, have during the last two or three years become scarce in this part of the country, but it is expected that a rigid enforcement of the game laws enacted by the government, will in due time, be the means of replenishing the stock of game of all kinds.

Of the total land area of the township, I would consider about thirty per cent. suitable for cultivation, while at least an equal area of the remainder would be suitable for pasturage purposes.

I have the honour to be, Sir,
Your obedient servant,

(Signed) J. W. FITZGERALD,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 24.)

DISTRICT OF NIPISSING.

TOWNSHIP OF BASTEDO.

ST. MARY'S ONTARIO,

December, 31st, 1891.

SIR.—I have the honour to submit the following report on the survey of the township of Bastedo, in the district of Nipissing, surveyed under instructions from your Department, dated the eighteenth day of June, 1891. I gained access to the township from Sturgeon Falls via the Sturgeon and Pike Rivers and commenced my survey by brushing out and chaining the southern boundary of the township, making the lots forty chains each in width from number one to fourteen and allowing the last lot or fifteen to take the remainder which proved to be twenty-nine chains. I then ran the side lines north and south and the concession lines east and west astronomically, making the concessions a mile in depth in accordance with instructions, and so carried on the work to completion.

I have to report that I found the west boundary had been run about five years ago by Mr. Snow, Provincial Land Surveyor of Ottawa, for the late David Moore, the owner of the timber berth (now Bastedo), and that the line has been recognized ever since as the boundary between said berth and the one immediately to the west of it, now owned and being lumbered by J. R. Booth, Esq., of Ottawa.

I found that the line was straight and well cut out and blazed, and run from the post at the north-west angle of the township of Field to the post on Provincial Land Surveyor Nivens' base line which I was directed by the instructions to make the north-west angle of the township of Bastedo. Under these circumstances, I therefore brushed out this line and planted the posts where my concession lines intersected the same, and chained the boundary from south to north. The field notes will be found among the returns herewith.

By a mistake of the chainmen lots number six in concessions two and three were made thirty nine chains wide, and lots numbers seven in same concessions forty-one chains wide, and as the error was not discovered until after side line six and seven had been run across concessions two and three it was thought best to allow it to remain, and there were two posts planted accordingly on concession lines one and two and three and four to point out the widths of the lots as above mentioned. There is also a jog of twenty-five links in side line between lots numbers twelve and thirteen at line between concessions numbers four and five, caused by the line being run from the south across concessions one, two, three and four, and from the north across concession five, there are, therefore, two posts at the above point, pointing out the jog on the side line which is to the west on going north.

The lines are all well cut out and well blazed. The township, excepting the portion shown as brule, is thickly wooded throughout, and on this account entailed a great deal of heavy cutting in getting through it.

The township is a very valuable timber limit; a great deal of white pine has been taken out of it and a large quantity yet remains.

There is also a considerable quantity of white spruce which will be valuable as pulp wood. Considerable quantities of good cedar exist in the swamps, and white and black birch, balsam and tamarac make up the remaining kinds of timber.

The township is well watered by lakes and streams all flowing into Sturgeon River.

Although the surface of the ground is generally undulating there are no very high hills, and there are tracts of level land of considerable area in places.

The soil is generally a sandy loam and in some places of considerable depth. The granite underlies it and frequently shows itself above the ground. Clay is occasionally met with in the township, but is of very limited extent.

A considerable portion of the third, fourth, fifth and sixth concessions have been burnt over and is now growing up with white birch, poplar, cherry, spruce and tamarac, and in many places the rocks and stones are exposed.

I would say that about fifty per cent. of the township is fit for farming purposes.

The magnetic variation of the needle was found to be 7° west.

No minerals were met with.

The township is over-run with moose, bear and the smaller fur bearing animals. Partridges were also very plentiful.

There are no squatters in the township, the only improvements being the clearing and depot buildings for lumbering purposes of the David Moore estate, on lots numbers eight and nine in the second concession adjoining the Pike River.

Herewith I send plan, field notes, timber map, etc., with account.

I have the honour to be, Sir,

Your obedient servant,

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Signed) H. R. McEVOY,
Provincial Land Surveyor.

(Appendix No. 25.)

DISTRICT OF THUNDER BAY.

TOWNSHIP OF GORHAM.

ESSEX, ONTARIO, December 23rd, 1892.

SIR.—In compliance with instructions received from your department, bearing date the 18th day of June, 1891, I have made a survey of the township of Gorham, in the district of Thunder Bay, and have the honour of submitting the following report thereon.

I proceed to the township by boat from Windsor to the town of Port Arthur, and from thence by a waggon road into the township.

Commencing my survey at the south-east angle of the township, I retraced for my south and east boundaries the north boundary of the township of McIntyre and the west boundary of the township of McGregor, and laid out the lots so as to conform as nearly as possible with the instructions and the projected plan sent me, taking into consideration the existing boundary lines as I found them.

The mineral locations that could be found, I connected with my lines of survey and have shown the same as I found them, in my plans and field notes.

The township is comparatively level except the north-east portion which is very high and rocky, and has been all burnt over several times with the exception of a small portion of the north-east corner and other small patches scattered throughout it.

The timber found in the township is principally small birch, poplar, balsam, spruce, cedar and tamarac.

Parts of the township lying along Current River, which flows throughout the entire length of the eastern portion could be utilized for farming purposes, the balance being too rocky to admit of its being utilized for this purpose, the soil being sand and gravel.

The township abounds with partridge, prairie chicken, bear and cariboo, and in the several large streams and lakes fish are found in abundance.

The principal rock formation is Huronian, but no economic minerals were found during the progress of the survey.

Several astronomical observations were taken during the survey, and the variation of the magnetic needle was found to be very regular throughout the work being 3° , $30'$ east.

Accompanying you will find field notes, plan, etc., of the survey, which I trust you will find correct and meet with your approval.

I have the honour to be, Sir,

Your obedient servant,

The Honourable A. S. HARDY,
Commissioner of Crown Lands, Toronto.

(Signed) JAMES S. LAIRD,
Provincial Land Surveyor.

(Appendix No. 26.)

DISTRICT OF THUNDER BAY.

TOWNSHIP OF WARE.

BROCKVILLE, ONTARIO,
December 19th, 1891.

SIR.—I have the honour to submit the following report on the survey of the township of Ware in the district of Thunder Bay, surveyed by me under instructions from your Department, dated June 18th, 1891.

I proceeded via Toronto and Owen Sound to Port Arthur reaching the latter place on the 8th day of August. Having purchased supplies and completed my party, I went out on the Dawson road from Port Arthur thirteen miles, and camped on lot number four concession number eight, township of Oliver, near my south boundary.

Operations were commenced by opening out and reblazing both east and west this boundary of the township, which forms the north boundary of the township of Oliver and a part of the north boundary of the township of McIntyre.

I found this work very labourious on account of the lapse of time since the former survey was made, besides the line was in many portions almost obliterated by fires, and in consequence I was compelled for the time being to give up this work along the north boundary of lots numbers thirteen, fourteen and fifteen in concession number eight, township of Oliver.

I then moved to the south-east angle of the township, which point is at the intersection of the north boundary of the township of McIntyre, with the line between sections numbers nine and ten of that township.

Having taken an astronomical observation, I ran the east boundary north to the front of concession number four, making concession number one one hundred and six chains deep. I had arranged with Provincial Land Surveyor Laird, who was surveying the township of Gorham on the east, for each to run one-half of this boundary.

The lines in front of concessions numbers three and four and the side lines between lots numbers two and three, ten and eleven, and eighteen and nineteen in the several concessions were made bases of the survey. Astronomical observations were taken frequently to ensure accurate work.

Connection was made to the different mining locations shown upon the projected plan, and posts were planted on their outlines where the lines run by me intersected them. Like connection was made to the Dawson road lots, but I had much difficulty in finding the outlines of the latter, time and fires having destroyed posts and obliterated the outlines in many portions. I might just here say, that I took the trouble to replace a large number of posts both on the south boundary and on the outlines of the Dawson road lots, endeavoring to use the same material as was employed in the first instance.

I found the distance to the Kaministiquia River, which forms the west boundary of the township of Ware, greater in the northerly half of the township than was shown upon the projected plan, and in consequence have made twenty-one lots in concessions numbers five and six.

Having completed the survey in the main I returned to the south-west corner of the township, and after many fruitless attempts at last succeeded in retracing the north boundary of the township of Oliver in that vicinity. This portion of the boundary is very crooked as will be seen by reference to the plan.

About three-fourths of the township of Ware is covered with brule. It consists of small pitch pine, poplar, birch, alders and hazel, principally with patches of country as open as prairie. The green timber remaining comprises spruce, tamarac, cedar, balsam, birch, poplar and pitch pine. There is no white pine in the township.

The only lake is that on lot number one, concession A, Dawson Road lots, but the country is well watered with numerous creeks and springs. The largest stream within the

township is known as Strawberry Brook. It enters on the north boundary, flows southerly and westerly, emptying into the Kaministiquia River, and drains about three-fourths of the whole township. Its average width is about fifty links. It has numerous rapids and falls with stretches of comparatively still water. There are about fifteen mining locations already surveyed in the township. Iron, silver and gold are found in these.

Magnetic iron ore and hematite are found in the south-west portion of the township, and from the strong magnetic influences must exist in large quantities in lots numbers six to thirteen, concessions numbers one and two. There is a large out-cropping of hematite on lot number fourteen, concession number two, adjoining the northerly limit of the Dawson Road lots.

The north central portion of the township is very rocky and of Laurentian formation. The remaining portion is overlaid with clay with trap-rock and granite out-croppings. The clay soil is of a heavy nature, being of a reddish hue, which imparts a colour to all the streams.

Generally speaking the country is high and it was possible to see from many of the hill tops, Thunder Cape and the adjoining shore of Lake Superior.

The Canadian Pacific Railway runs through the south-west part of the township along the Kaministiquia, while the Dawson Road traverses about five miles of the same portion. At its intersection with the Canadian Pacific Railway is Kaministiquia station.

Outside of railway employees there are only two families of settlers in the township and they are located upon Dawson Road lots.

Bear are numerous and a few beaver are still found. The woods abound with partridge, while prairie chicken were met with in the open spots.

Accompanying this report will be found field notes, etc., of the township.

I have the honour to be, Sir,
Your obedient servant,

(Signed) B. J. SAUNDERS,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 27.)

DISTRICT OF THUNDER BAY

TOWNSHIP OF DORION (RESIDUE OF)

TORONTO, ONTARIO, November 14th, 1892.

SIR.—I have the honor to submit the following report of the survey of the residue of the township of Dorion, in the district of Thunder Bay, performed under instructions from your Department, dated June 23rd, 1891.

I proceeded to my survey via the Canadian Pacific Railway to Ouimet Siding, situate in that part of the township of Dorion previously surveyed by Provincial Land Surveyor, A. B. Scott. From this point there is a trail leading to the Ogema Mine, on lot five concession eleven.

The survey was commenced on the 11th day of July by retracing and rechainning the line between concessions seven and eight. All the old mile posts on this line, except between lots numbers four and five were found and were adhered to. As I could find no traces of the posts between lots four and five, or of the line running east from that point. I established the corner by dividing the distance between the next mile post on either side, as was shown in the original field notes of that line.

In carrying out the survey, the instructions were adhered to throughout and as astronomical observations were frequently taken, details of which accompany field notes.

The geological formations met with were Huronian and Laurentian gneiss also a few acres of trap-rock. Slight indications of galena were found on lot number four, concession number ten, and lot number nine, concession number twelve, but these were the only indications of economic minerals seen outside the mining locations, already patented. On the north side of Cavern Lake, a large quantity of brown sand stone, suitable for building purposes, if not too friable, was observed.

The Ogema Mining Company, have evidently expended a considerable sum of money in developing their location number 80 E., and had men at work during the progress of survey

Mining work has also been done on locations 7L and 8L in the north east part of the township.

The surface of the township is very much broken by numerous lakes, high rocky cliffs and deep gorges.

From an agricultural standpoint, the township is of little value—the occasional patches of soil being of a very poor quality.

The entire township has been burnt over, the southern portion having repeatedly suffered in that way, and fire was raging when the survey was commenced, but fortunately for us it was extinguished by the now standing,

The second growth of timber now standing, comprises, poplar, birch, tamarac, spruce, pitch pine, etc., but scarcely any of marketable value.

There are no settlers in the township.

All the lakes and streams contain excellent water and abound in lake trout, and speckled brook trout.

Among the varieties of game seen were bear, cariboo, beaver, partridges and prairie chickens.

General plan, timber plan, and field notes accompany this report.

I have the honour to be Sir,
Your obedient servant,

(Signed) T. B. SPEIGHT,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 28.)

DISTRICT OF RAINY RIVER.

TOWNSHIP OF CARPENTER.

TORONTO, ONTARIO,

December 1st, 1891.

SIR.—I have the honor to submit the following report of the survey of the township of Carpenter—Rainy River District, made under instructions from your Department, dated the 23rd day of June, 1891.

The township of Carpenter lies immediately north of the township of Lash, which fronts on the Rainy River, and is bounded on the west by the township of Dobie and on the east and north by unsurveyed lands of the crown.

A large portion of this township's surface is what is misnamed "muskeg," but which differs from the true muskeg in having a good solid clay bottom at a very small distance from the surface and admitting of easy drainage. From an examination of the plan of the township it will be noticed that there is a large number of creeks flowing away from and running in all directions from this swamp. These creeks are all good large running streams, with good falls and capable by the expenditure of a small amount of money on each of being converted into drains sufficiently large and deep to carry away all the water from this swamp and convert it into good arable land. The timber on this land is generally very small spruce and tamarac and when drained this land will be exceedingly easily cleaned.

The remaining portion of the township of Carpenter is first-class farming land and as has been demonstrated by Mr. Arch. Reid (lot 10, Con. 1,) who has been three years settled in this township, capable of bearing first-class crops of both roots and grain.

The soil is a good rich clay with a large amount of vegetable matter overlying, and timbered principally with light woods—poplar, spruce, balm of gilead, tamarac, birch and balsam. There is considerable pine of good quality, in small patches scattered throughout the township.

The ease with which the township is reached from the Railroad at Rat Portage—by steam-boat up the Rainy River, which is only two miles distant from the south-west angle of the township, and the encouragement intending settlers will receive on seeing improvements already made by actual settlers, will, I am sure conduce to the early and permanent settling of this district.

Accompanying please find field notes etc., etc.

I have the honour to be, Sir,
Your obedient servant,

(Signed) H. B. PROUDFOOT,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands,
Toronto

(Appendix No. 29.)

DISTRICT OF RAINY RIVER.

TOWNSHIP OF DOBIE.

TORONTO ONTARIO,
November 20th, 1891.

SIR.—I have the honour to submit the following report of the survey of the township of Dobie,—District of Rainy River, made under instructions from your Department, dated the 23rd day of June, 1891.

The township of Dobie lies immediately north of the township of Barwick which fronts on Rainy River, and is bounded on the west by the township of Shenston and on the east by the township of Carpenter. The country lying north of this township is still unsurveyed lands of the Crown. The southerly portion of the township is broken by Indian reserve number eleven (No. 11.) fronting on the Manitou Rapids, Rainy River.

The greater portion of this township is good farming land, easily cleared and capable of bearing excellent crops. A certain portion of the surface is covered by what is miscalled “muskeg” but in reality “open spruce swamp” which will require only a small amount of drainage to make it the most desirable farming land.

The soil is a good rich clay with a large amount of vegetable deposit overlying. The timber is principally light, being poplar, balm of gilead, spruce, tamarac, balsam etc.

As yet there are no settlers in the township of Dobie and only one small clearing has been made; but I am assured that it will be rapidly settled now that it has been surveyed. The territory embraced within its boundaries having been extensively prospected for farms during the past summer alone. From the manner in which the surveyed portions of the district of Rainy River have been settled in the last few years, I can confidently predict that the township of Dobie will have very few unapplied for lots within a year from the time that it is placed on the market.

Accompanying please, find field notes, plan, etc.

I have the honour to be, Sir,
Your obedient servant,

(Signed) H. B. PROUDFOOT,
Provincial Land Surveyor.

The Honourable A. S. HARDY,
Commissioner of Crown Lands.
Toronto.

Appendix No. 30.)

DISTRICT OF RAINY RIVER.

BASE LINES.

HALIBURTON, ONTARIO,

December 24th, 1891.

SIR,—I have the honour to submit the following report on the survey of base lines and outlines of townships along the River la Seine in the district of Rainy River, surveyed under your instructions of the 19th day of May, 1891.

I proceeded to the work on the 29th day of May last via Canadian Pacific Railway to Savanne, and thence by canoes—taking all my supplies, iron posts, etc., with me through “Lac des Milles Lacs” and other lakes to my starting point, which I reached on Saturday evening, the 6th day of June.

Having obtained the necessary observations, I commenced my survey on the 8th day of June at a post planted by myself in 1890, one mile, sixty chains and thirty-six links north of twelve mile post, being twelve miles west of the thirty mile post on the boundary between the Thunder Bay and Rainy River districts, and ran north astronomically to a point six miles north of said twelve mile post.

From the twelve mile post aforesaid, I then ran west astronomically forty-eight miles, sixty-nine chains and fifty-three links to the Indian Reserve number twenty-three at Sturgeon Falls, striking said reserve thirty-eight chains, thirty-three links south of the north-east angle as marked on the ground by an iron post two inches square.

This line is called on the plan “south base line,” the miles are numbered consecutively from twelve to sixty and from the twenty-fourth, thirty-sixth and forty-eighth mile points. I ran six mile lines north, astronomically, as I went along.

I then returned to the boundary between Thunder Bay and Rainy River districts, and from the thirty-sixth mile iron post on said boundary ran west astronomically about sixty miles intersecting the meridian lines mentioned at twelve, twenty-four, thirty-six and forty-eight miles. I then ran south astronomically, intersecting my south base line one chain ten links west of the sixty mile point and making the closing line from north to south six miles and forty links, thus completing the work on the twenty-fourth day of September and getting back to Savanne on the return journey on the first day of October.

The season was, upon the whole, rather favourable for the work. The month of June was warm and we had some warm weather also in September. July was very wet and cold, and August was also cool and often wet and unpleasant.

The south base line may be said to generally follow the valleys of the Atikokan and Seine rivers; crossing them and recrossing them many times.

It also intersects a great many of the mining localities laid out along the streams.

The country through which it runs is generally rocky and broken, although occasionally level stretches intervene.

The north base line runs through a rocky and broken, almost mountainous country. It crosses Partridge lake and the Seine river a number of times, and intersects numerous lakes on its way west.

The six mile lines running from the south to the north base line at the twelve, twenty-four, thirty-six, forty-eighth and sixty mile points generally run across the rocky ridges and there is scarcely any level land anywhere along these lines.

Except along the Atikokan and one or two other places, I did not see any land fit for settlement purposes.

Timber.—Most of the country through which the survey was made has been burnt at different times within the last seventy or eighty years, but occasionally we find a tract of pine that has escaped. We find now and then along the Atikokan a few trees, but the principal pine timber met with is along the Seine river and it extends nearly the whole

way from Steep Rock lake to Sturgeon Falls. It is of fair size and chiefly white pine. On the second and third meridian lines there is also a little pine in places, and also on the north base line along the Seine river.

Cedar, tamarac and spruce are also met with in places throughout the country, but there is no great quantity of either of these.

The greater part of the entire district traversed is burnt country or *brulé*, and the timber is chiefly white birch, poplar, spruce and pitch pine from fifteen to forty years old.

Water.—The Atikokan river is a stream running from Magnetic lake near the first meridian line westerly and falling into the Seine River on the thirty-third mile. It is from about a chain to a chain and a half in width and where not rapid of considerable depth.

The River la Seine is a fine stream, beginning at "Lac des Mille lacs," and running to Rainy Lake. Generally where it has the character of a river it is from one hundred and fifty to two hundred and fifty feet wide, but it expands in many places into large lakes miles in width. There are long stretches of smooth water upon it, and there are also mighty rapids and falls upon it, making it a difficult and dangerous line of travel for canoes in many places—the last of these, Sturgeon Falls, opposite the west end of the present survey has an almost perpendicular drop of about twenty feet, after passing which the river level is that of Rainy Lake.

I went down as far as the Indian village at the south-west corner of the Indian Reserve, number twenty-three, and saw excellent clay land on both sides of it, the whole way down from Sturgeon Falls.

The lakes are numerous and abound with fish of various kinds, pike, pickerel, etc., Moose, cariboo and partridge were also plentiful.

The geological formations met with are the Huronian and Gneissoid. The iron locations are chiefly along the Atikokan River and the Seine River, including Steep Rock Lake.

A Port Arthur company have had a diamond drill at work during the whole of the past summer at different points on the Atikokan River, and the prospects so far as I could judge were excellent.

Indeed I have no doubt but that iron can be found almost anywhere from the twelfth to the thirty-sixth mile as indicated on plan.

All the lines run were well cut out and well blazed. The average magnetic declination was 6° east.

Iron posts $1\frac{1}{8}$ in. diameter (gas pipe) and three feet long were driven in alongside the wooden posts at every three miles throughout the entire survey, and also at the third, sixth and ninth mile points on south base line run in 1890 as per instructions. These posts were marked with a cold chisel with the number of miles from the district from three miles up to sixty miles on the two lines running east and west, and three and six miles on south side of posts on north and south lines. At all other mile points wooden posts were planted similarly marked, and wherever practicable both iron and wooden posts were mounded with stone and bearing trees taken and marked B. T.

In cases where mile posts came in lakes or rivers the posts were planted on the line and generally on the nearest land, the distance from true position being noted in the field notes of the line.

Astronomical observations were taken whenever practicable, the details of a few of them will be found in the survey returns.

Accompanying this report will be found the plan of survey and field notes with accounts.

I have the honour to be, Sir,
Your obedient servant,

The Hon. A. S. HARDY,
Commissioner of Crown Lands
Toronto.

(Signed) A. NIVEN,
Provincial Land Surveyor.

(Appendix No. 31.)

REPORT

OF

THE SUPERINTENDENT

OF

COLONIZATION ROADS.

To The Honourable A. S. HARDY,
Commissioner of Crown Lands
Ontario.

SIR,—I have the honour to report the operations of the Colonization Roads branch of the Crown Lands Department during the year 1891.

The totals of the work amount to about one hundred and forty-four miles of new road construction; four hundred and three miles of repairs upon old highways; thirteen bridges built, aggregating a length of twenty-three hundred feet, and the repair of many others, as given in the following account and summary :

NORTH DIVISION.

BLIND RIVER BRIDGE.

The renewal of about one hundred and sixty-eight feet of the structure which spans the river at its mouth and built in 1886. Two log bridges on the same route. Missisaga road, with a length of three hundred and fourteen feet were each raised two feet and otherwise improved.

BRUCE MINES AND PORT LOCK ROAD.

This road, some six miles in length, has been well repaired and ditched, and it is expected will not require any further aid.

COCKBURN ISLAND ROADS.

About half a mile of road opened, and being on the twentieth side line north and south of the twelfth concession.

CROWN POINT ROAD.

A road between Silver Mountain post office and Port Arthur, Duluth and Western Railway, about two miles in length, of which a mile and a half is now constructed.

DORION ROAD.

Beginning at Ouimet siding on the Canadian Pacific Railway ; this road runs in a westerly direction, terminating on lot five in the eleventh concession of the township of Dorion, a length of about nine miles, opened during the season as a winter road.

In order to complete the entire length to the works of the Ogema Mining and Smelting Company, an additional sum of \$400 was allowed, and to which the above-named company added \$200. The account is not yet fully closed.

GALBRAITH CON. 1 ROAD.

Nearly all the culverts and bridges on this line had been destroyed by fire, and the expenditure of \$145.80 was chiefly repairing such damages across lots five to eight, inclusive, between the first and second concessions, about two miles of improvements.

GALBRAITH 4 AND 5 CON. ROAD.

This work was begun between lots one and two, and on south half of the fourth concession, thence north three quarters of a mile, thence east half a mile to the boundary between Galbraith and Coffin, then north twelve rods, thence east forty rods between concessions four and five, leading to Thessalon river bridge for an outlet, and completing about two miles altogether.

GOULAIS RIVER BRIDGE.

The renewal of the structure built about twelve years ago conjointly with the Dominion Government and to be rebuilt upon similar terms, that is to say : each Government contributing one-half its cost. The work is in progress and to be completed during the winter.

GRAND PORTAGE ROAD.

A mile and a half of excellent work from about the centre of lot number 5, in the sixth concession of the township of Wells, crossing the Mississaga bridge, and eastward to lot number 2.

GRASSY RIVER ROAD.

Of the portion previously opened, two miles and five-eighths of a mile have been properly graded and ditched. The work was exceptional in character, being mostly through a heavy tamarac swamp.

A road has also been selected and opened roughly from the end of the road to Lake-of-the-Woods, some twelve miles, for the use of inhabitants at seasons of the year when ice cannot be relied upon.

KAMINISTQUIA BRIDGE.

Necessary repairs not yet completed.

LARCHWOOD ROAD.

A winter road now being opened from the Canadian Pacific Railway southward to Vermillion river in the township of Fairbank, and commencing a short distance east of Larchwood station.

MISSISSAGA BRIDGE.

This structure, which last year was reported as under construction, is now finished and is believed to be an excellent work.

OUMET AND BLACK BAY ROAD.

About six miles opened thirty feet wide as a good winter road from Ouimet siding on the Canadian Pacific Railway to Black Bay on Lake Superior.

The Dorion road before described is a continuation of this road westward from the railway.

PARKINSON ROAD.

A continuation from the second concession on line between lots eight and nine Parkinson northward, and across White River to the fourth concession, nearly two miles. A bridge is necessary in order to open the road for full traffic.

PINE RIVER ROAD.

A new short road in the township of Dilke, in the Rainy River district, and constructed northward from the main road between sections 27 and 28, and sections 33 and 34, a total length of one and three-quarters of a mile according to the overseer's report.

POINT DE MEURON BRIDGE.

Certain necessary repairs which must be made during winter when ice can be travelled upon. The work is in progress.

PORT FINLAY ROAD.

Twelve miles repaired, including some excellent ditching, which has put the road in a generally good condition throughout.

PORT LOCK AND PORT FINLAY ROAD.

Of this road two miles were thoroughly ditched and improved.

RABBIT MOUNTAIN AND WHITEFISH LAKE ROAD.

Four miles of construction and six miles of repairs. The road is now opened to Whitefish Lake, and is twenty-eight and a half miles in length from Murillo station of the Canadian Pacific Railway to its westerly end, and is a most valuable highway.

RAINY RIVER ROAD.

Somewhat less than three miles of graded and completed work over that before opened in a cheaper manner, and of the portion graded last season it was found necessary to specially drain half a mile, which the overseer indicates was equivalent to new work.

RAT PORTAGE AND KEEWATIN ROAD.

Some necessary and difficult work upon a sidling hill on this main road, amounting to something like three-quarters of a mile of repairs.

RAT PORTAGE AND RAINY RIVER ROAD.

The grading and general improvement of the road towards Rainy River for between one and two miles. An exact report of the quantity of work done has not yet reached the Department.

ROCK LAKE ROAD.

Over two miles of new road in the township of Coffin, being from the south end of the third concession north between lots 11 and 12 to about the centre of the fourth concession, but involving a deviation into lot 12 in the latter concession to avoid a rocky bluff.

SILVER CREEK ROAD.

A little over a mile and a quarter of thoroughly made road from about a quarter of a mile west of the 12 mile post on the Rabbit Mountain and Whitefish Lake Road northward to the Port Arthur, Duluth and Western Railway, and is of the utmost importance to shippers of ore from Beaver Mines and others in that locality.

SILVER MOUNTAIN ROAD.

A road similar to that last mentioned and running from the new railway into the mines. It is almost a mile and a half in length (7,800 feet) and is graded throughout. Some crosswaying is said to be required over certain portions before it is sufficient for very heavy traffic.

SLATE RIVER VALLEY ROAD.

Opened across lots 16 and 17, between the third and fourth concessions, and between the second and third concessions through lots fifteen to twenty-four inclusive (excepting lot 16), all in the township of Paipoonge.

This road now reaches within half a mile of the old Rabbit Mountain road, and when completed will be a good wagon road from Slate River to Whitefish Lake. The distance made this season is four miles.

SPANISH RIVER ROAD.

East of Massey station, on the Sault branch of the Canadian Pacific Railway, three-quarters of a mile constructed from the Sable River bridge eastward and a bridge one hundred feet long and twenty-one feet high erected.

Again, between Massey and Walford, beginning at the south-east quarter of section 25 Salter, two and a quarter miles were made eastward.

THESSALON ROAD.

A short road in the township of Thompson opened for about half a mile.

WEST DIVISION.

ARMOUR 12 AND 13 CONCESSION ROAD.

This work was commenced on lot number 14, between the twelfth and thirteenth concessions of Armour, angling from thence through the thirteenth concession to and into lot 18, a length of about a mile and a quarter, chopped fifty feet wide and otherwise partially improved.

AXE LAKE ROAD.

Three-quarters of a mile constructed from the south town line of McMurrich northward, through lots 30 and 31 in the first concession, and into the second concession on lot 31.

A bridge ninety-five feet long was also built over the outlet of Axe Lake, making a large amount of work accomplished for two hundred dollars.

BEGGSBORO' ROAD.

The improvement of nearly three quarters of a mile ; the work, however, being chiefly upon what is known as "Lawrence Hill" where the road was well nigh impassable. It is in the township of McMurrich, between lots ten and eleven of the fourteenth concession.

BRACEBRIDGE ROAD.

Two heavy clay hills opposite lots six and seven on the town line between Draper and Macaulay were repaired, the length altogether being some six hundred feet.

BURK'S FALLS ROAD.

Two and a half miles constructed on the road allowance between the sixth and seventh concessions of Proudfoot, from lot number four to lot number fourteen. A necessary diversion was made into lots twelve and thirteen of the sixth concession.

CARLING ROAD.

A bridge one hundred and twenty-five feet long with one clear space of thirty-two feet was built over Blair's falls, and two miles of the road repaired from the said bridge westward.

CHRISTIE ROAD.

Thoroughly improved from Parry Sound road eastward one and three eighths mile. A deviation one hundred and sixteen rods in length was made to avoid a heavy and almost impracticable hill, the municipality providing the necessary right of way at a cost of some sixty dollars.

EAGLE LAKE ROAD.

The construction of three and a half miles through heavily timbered land, beginning at lot thirty-three in the tenth concession of Lount, passing from thence through lots thirty-four and thirty-five in the same concession to the eastern boundary of Ferrie, thence in the last named township through lots one to five in the eleventh concession, six and seven in the twelfth concession, eight, nine and ten in the thirteenth concession, and eleven and twelve in the fourteenth concession, there connecting with the Northern road. Some repairs were made on the portion before opened as Mecunoma Road six years ago.

HIMSWORTH ROAD.

A new bridge on this road which is between lots twenty and twenty-one of the township of Himsworth was built over McGilvray's creek in the tenth concession at a cost of about two hundred and fifty dollars ; the balance of the expenditure being for repairing and protecting a structure over South River in the thirteenth concession on the same road.

HIMSWORTH 25 AND 26 S. LINE ROAD.

Beginning at the Westphalia road a mile and a quarter was opened southward between lots twenty-five and twenty-six to Trout Creek, and thence angling through lot twenty-six in the second concession and lot twenty-seven in the first concession. Again half a mile of chopping and crosswaying was done on the north town line of Laurier connecting with the above road, and on the road allowance between lots thirty and thirty-one about one hundred dollars were spent in making fifty rods of crossway and road in the second and third concessions of Gurd, in order that settlers might reach the Westphalia road.

INDIAN PENINSULA ROADS.

There have been four and a half miles of road constructed and eight and a half miles repaired, namely :—four and a half miles on the Bury road in opening the same from lot seventeen to lot thirty-six in the township of St. Edmunds at a cost of \$782.90. A passage now exists through the Peninsula from Tobermory but portions are yet very incomplete.

Five miles of repairs in the township of Lindsay, from lot one to lot twenty two, between the second and third concessions, the cost being \$529.77 ; two and a half miles of excellent repairs made in the township of Lindsay, from lot fifteen northward between the fourth and fifth concessions, to lot thirty six for the sum of \$520.25 ; and on the West Lake Shore road and the side line between lots twenty and twenty-one \$201.85 were expended in repairing something over a mile.

JOLY BRIDGE AND ROAD.

The sum of \$77 was spent in repairing and raising a bridge over the north branch of the Maganetawan river on this road, the balance of the appropriation being used in opening the road allowance between concessions six and seven, from lot thirty one of Strong eastward to lot number five of Joly, a length of one and three quarter miles ; more than half a mile of which was crosswaying.

KEPPEL ROADS.

Two main roads repaired in the township of Keppel, one being that from Hepworth south-easterly, which was substantially improved for a mile and a half through a very bad swamp ; and the other, that known as Centre Road, which received repairs between concessions eight and twenty-three—four miles—making five and a half in

MACAULAY ROAD.

Repair of three and a quarter miles in the township of Macaulay, from end of last season's work towards Bracebridge.

MAGANETAWAN ROAD.

On the fourth and fifth concession line a mile and three-fourths of a mile were opened, beginning at lot number seventeen, and ending at lot number twenty-five ; but requiring deviations on lots eighteen, twenty-one, and twenty-four owing to natural obstacles. The cost of the above was \$517.63, and that of an equal amount of repairs which were made practically on the town line between Armour and Strong from lot sixteen eastward was \$400. On the latter portion a diversion in lot twenty-two into the fourteenth concession of Armour was necessary.

MILLS ROAD.

Valuable improvements made for two and a half miles from its intersection with Golden Valley road northward in the township of Mills.

MILLS AND STARK SWAMP ROAD.

A road begun last year, and this season opened across lots twenty-two, twenty-three and twenty-four ; and being on the concession road allowance between six and seven of Armour.

MONTETH AND PERRY ROAD.

Half a mile of repairs between Emsdale, and Sprucedale, chiefly upon hills and a swampy section of the road.

MUSKOKA ROAD.

Now opened to the Westphalia road which is between the second and third concessions of the township of Gurd, the road itself being between lots fifteen and sixteen of the said township, and between lots twenty and twenty-one of Machar. About a mile and a half opened this season through a rough and heavily-wooded country. Further improvements are needed before this portion can be said to be fully completed.

MUSKOKA AND BOBCAYGEON ROAD.

Two miles built beginning at the termination of last season's operations, and from thence through lot number six of concession five, and lots five to two inclusive of concession four Franklin. Owing to the destruction by fire of Oxtongue bridge, built in 1883 and rebuilding of the same at a cost of about \$400, the Bobcaygeon road was not reached as intended, while a large amount of work was accomplished for the expenditure \$801.92.

NAISCOODYONG BRIDGE.

Necessary repairs ; the bridge being unsafe for the mail and other traffic.

NORTH CARDWELL ROAD.

Produced from Axe Lake road, lot number four in the third concession of Monteith, south westerly through lots four and five to the road allowance between the second and third concessions, and from thence westward on the last named line to lot number ten, making one and three quarters mile of good road through a heavy timbered section of country.

NORTHERN ROAD.

Seven miles of repairs between McKellar and Parry Sound, consisting largely of the renewal and repairs of bridges, culverts and crossways. The condition of the road is very much improved.

NORTH-WEST ROAD.

Two miles of road graded and completed, thus giving access to the Georgian Bay from the main road in the township of Shawanaga.

OAKLEY 25 AND 26 SIDE LINE ROAD.

The opening of this side line from Wood Lake in the eighth concession northward was a mile and a half of heavy construction.

ORANGE VALLEY ROAD.

This work was between concessions four and five of McKellar township, and a road one mile in length was made across lots seventeen to twenty-one to connect with McKellar centre road. A bridge over McGee's Creek, destroyed by fire, was also rebuilt at a cost of about one hundred dollars.

PRINGLE 12 AND 13 CONCESSION ROAD.

Opened from Commanda Lake road westward to lot number thirty-one, a mile and a half.

RYERSON CENTRE ROAD.

The repairs made this year were chiefly on that portion of the road which lies on the road allowance between lots ten and eleven of Ryerson, and consisted of nearly three miles of substantial improvement from concession nine northward. About \$160 were, however, spent in building a high crossway twenty-eight rods in length, with thirty-six rods of approach on the fifteenth and sixteenth side line, and towards which latter the municipality contributed twenty-five dollars in cash.

SHAWANAGA BRIDGE.

A bridge on the North-West road very much damaged by fire and destroying all traffic on that route. Repairs are not yet completed and may cost thirty or forty dollars more than the sum already advanced.

SOUTH ARMOUR ROAD.

Three and a half miles repaired, beginning at or about lot number nineteen of the second concession of Armour, and extending the improvements eastward.

SPENCE 5 AND 6 SIDE LINE ROAD.

Between concessions four to seven on this side line a mile and a quarter of road was built through a rough section of country, involving deviations from the road allowance in the fifth, sixth and seventh concessions.

STRONG TOWNSHIP ROADS.

Two and a half miles were opened on the road allowance between lots twenty-five and twenty-six from concession ten to the south boundary of Machar, the cost being \$720. The balance of expenditure was made in opening three-quarters of a mile of low swampy land on the twentieth side line, and half a mile between concessions twelve and thirteen, making four miles of construction.

WESTPHALIA ROAD.

An extension of road a little over one mile and a quarter through a very rough and heavily wooded district. This highway is from Trout Creek station of the railway westward to Commanda, on the Rosseau and Nipissing road.

WHITESTONE VALLEY ROAD.

Repairs of a very permanent nature dating from last season's work westward for a length of nearly two miles.

EAST DIVISION.

ADDINGTON ROAD.

This road was improved from the head of Massanoga Lake northward seven and a half miles. The Massanoga Bridge was repaired as to its covering, in which two hundred and sixty pieces of flatted cedar were used. The stringers of Mississippi Bridge on this same road were renewed, and Bear Creek bridge was renewed; the latter at a cost of about sixty dollars, of which the Canada Lumber Company gave thirty dollars.

ADMASTON AND SCOTCH BUSH ROAD.

Two miles of repairs in the township of Admaston through lots twenty-five and twenty-six of concessions nine, ten and eleven.

ANSTRUTHER ROAD.

Repaired from lot thirty-five in the second concession to lot thirty-six in the tenth concession of Anstruther six miles.

ASHDOD AND CALABOGIE ROAD.

This road is between concessions ten and eleven of Bagot township, and received three miles of repairs from lot number twenty-four to the Madawaska River, at the foot of Calabogie Lake.

BOBCAYGEON ROAD.

Commencing at the boundary between the townships of Harvey and Verulum the road was repaired northward seven miles.

BONFIELD BRIDGE AND ROAD.

A bridge, the covering of which is one hundred and thirty six feet long and comprised of six piers, two abutments and superstructure was built over Booth's slide on Kaibuskong Creek, and three-quarters of a mile of road repaired.

BONNECHERE RIVER AND BARRY BAY ROAD.

Three miles of construction along the south side of Bonnechere River westward, from the bridge at the head of Golden Lake in North Algona.

BOOTH ROAD.

The repair of a road built last year from lot thirty-eight concession twelve, Anstruther westward, and an extension of the same half a mile, altogether about four miles improved.

BUCKHORN ROAD.

Of this road four miles were repaired in the townships of Harvey and Cavendish, from lot number twenty-nine of the former township northward. An equal length of substantial work was done on the portion south of Hall's bridge, and towards which latter the County Council of Peterborough and Township Council of Smith appropriated each seventy-five dollars.

BURLEIGH ROAD.

General repairs extending over eighteen miles between Oheddar and Burleigh Falls

BURNT RIVER BRIDGE.

The renewal of a bridge on the Monck Road, in the township of Glamorgan, having one main opening of forty-five feet, and a total length of two hundred and forty feet.

CALDWELL ROAD.

This work was begun at lot number eight, in the fourth concession of the township of Caldwell, and continued from thence westward upon the north side of the railway, when, crossing the same about lot number ten, it was produced along the south side of the railway into the township of Kirkpatrick to lot number five, a length of about five and one-half miles.

A branch was also made between lots eight and nine in Caldwell, from the fourth concession southward to the second and third concession line; thence east a short distance, thence southward on a curve between lot eight and part of lot seven in the second concession, and thence again south between lots eight and nine to make a distance of three and three-quarter miles.

CALLENDER AND NORTH BAY ROAD.

Two and a-half miles constructed, and one mile repaired. The new portion is from about lot number six in the eighth concession of Ferris, north-westerly to lot thirteen in the ninth concession, the repairs being in the township of Bonfield.

CARLOW ROAD.

From the Mississippi Road northward five miles of this road were repaired.

CAVENDISH ROAD.

There has been six and a-half miles of new road opened, and four miles repaired this season in the northern portions of the township, including the repairs of several small bridges.

CAVENDISH AND GLAMORGAN ROAD.

Fourteen miles of general repairs from lot twenty-two in the second concession of Glamorgan southward to lot thirteen in the third concession of Cavendish.

CHANDOS ROAD.

From Apsley eastward to the township of Lake, about ten miles were repaired. A deviation was made on lot number thirty-four in the second concession of Anstruther.

DESERT LAKE ROAD.

Work commenced at the Fermoy and Sydenham Road, lot seven, concession fourteen, Loughboro', and from thence south-westerly, crossing lot six, concession thirteen, and the outlet of Mud Lake on lot number five, and continuing to lot number one in the tenth concession, a distance altogether of six miles, which had previously been roughly opened, and now put into good general repair.

DEVIL'S LAKE ROAD.

Four and three-quarter miles of repairs upon a portion opened cheaply last year and in the report fully described.

EGANVILLE AND FOY ROAD.

Between Eganville and Hurd's Creek five miles of repairs were effected, and two miles and a-half also improved from the Opeongo Road towards Eganville, on the portion known as "The Mountain," which was very bad.

ELDON ROADS.

In the township of Eldon three works were executed, one being the opening of three quarters of a-mile in the fifth concession across lots fourteen, fifteen and sixteen, and through a swamp which completely prevented summer traffic. The cost of the above was about \$500.

A second work was three miles of repairs, costing some \$300, and was on the road from lot number two of concession three northward, and the third consisted of one mile of substantial repairs from lot twenty-two south on the third concession line.

FRONTENAC ROAD.

Repairs over seven and a-half miles, from near the boundary between Hinchinbrooke and Olden northward.

GALWAY ROADS.

This appropriation was devoted to the repairing of several portions of existing roads, and the opening of several new ones in the township of Galway, and amounts to three and a-quarter miles of construction and twelve and a-half miles of general repairs.

GANNON'S NARROWS ROAD.

This work is chiefly the construction of a road thirty-two chains in length through lot number seven in the tenth concession of Ennismore, the result of which is a highway leading from a scow ferry placed by the county on Buckhorn Lake, to enable settlers of Harvey to reach their market by a road some sixteen miles shorter than any other route which could be travelled. A high bridge or culvert was built as a necessity in connection with the work for the passage of animals. Of the expenditure (\$356.13) the county of Peterborough contributed \$100, and the township of Harvey \$50.

GULL RIVER BRIDGE.

The renewal of a bridge on the Bobcaygeon Road at Minden. It is one hundred and fifty-six feet long, and comprised of three openings each, forty, twenty-seven, and twenty-eight feet, with proper approaches.

HAGARTY AND BRUDENEL ROAD.

Two miles of substantial repairs on the town line between Hagarty and Brudenel, and three-quarters of a mile also improved between lots twenty and twenty-one, in the fifteenth and sixteenth concessions of Brudenel.

KALADAR ROAD.

Four and a-half miles repaired from Kaladar Station westward, and the road thereby very much improved.

KENNEBEC ROAD.

This work was commenced at lot number twenty-eight, in the sixth concession of Kennebec, and ended in the second concession at lot number thirty-two, six miles of repairs.

LAKE CLEAR AND LYNDONCH ROAD.

A road five miles long from the Opeongo Road to Lake Clear, in the township of Sebastopol, of which two miles of the worst portions were thoroughly improved.

LAVANT ROAD.

Repairs made from the town line between Lavant and Palmerston eastward seventeen and a half miles, together with the renewal of a bridge over Big Creek.

LAVANT AND MISSISSIPPI ROAD.

Four miles of repairs from the town line between Lavant and Palmerston westward; and on the Mississippi road proper, six miles of improvements were effected from its junction with the Lavant and Mississippi road eastward—ten miles altogether.

LUTTERWORTH ROAD.

Between concessions four and five of Lutterworth, beginning at lot number fifteen, three and a half miles were repaired south-easterly to lot number seven in the second concession; and on the town line between Lutterworth and Somerville, from lot number one westward, a mile and a half was very satisfactorily improved.

MACKAY'S STATION AND PETEWAWA ROAD.

This work extends from lot twenty-eight to lot thirty five along the sixth concession of the township of Head, a length of two miles well constructed. There was also a log bridge one hundred and eighty feet long and twelve feet high built over a ravine, on lot eighteen in the eighth concession.

MATTAWA AND CALLENDER ROAD.

Repaired from a point near Mattawa westward about eleven and a-half miles, and one and three quarters mile constructed between concessions four and five of Mattawa, from lot number eleven to lot number seventeen.

MATTAWA AND TEMISCAMINGUE ROAD.

Four miles opened and half a-mile repaired. The construction was begun at lot twenty-two in the eighth concession, ending westward on lot number nine in the ninth concession of Mattawa.

METHUEN ROAD.

This work is in the township of Chandos, consisting of seven miles of repairs, from the south boundary northward.

MINER'S BAY ROAD.

Six miles repaired upon this road which is in the township of Lutterworth.

MISSISSIPPI ROAD.

A bridge was built over York River to replace one erected in 1865. The new structure has one fifty feet opening and a total length of one hundred and eighty-seven feet.

Six and a half miles of the road were repaired from the Carlow road westward.

MONCK ROAD.

Repaired over three and a-half miles from Victoria road in Dalton westward, and between Irondale and Pine Lake eight miles were improved.

MONTAGLE ROAD.

This was chiefly the renewal of a bridge over Papineau creek. The present one is three hundred and sixty-four feet long, covered with flattened cedar. A mile and a half of road was also improved.

MOUNT ST. PATRICK ROAD.

Repaired in the township of Brougham, on the north side of the Madawaska river, for six and a half miles. It had previously been chopped out and roughly opened by the settlers and lumbermen.

MUD LAKE AND PIGEON CREEK ROAD.

A road in the township of Ennismore about three and a-half miles long and improved throughout ; the County of Peterborough contributing fifty dollars, and the Township of Ennismore an equal sum.

MURCHISON BRIDGE.

A new bridge over the Madawaska river in the township of Murchison, composed of a fifty-two feet king-post truss, two other openings of twenty and twenty-seven feet respectively, and total length of about one hundred and fifteen feet. The piers are protected by glancing booms ; a necessity on account of log driving on the river. The work is not fully completed, and may cost one hundred dollars more than the sum already advanced on account.

NOGEY'S CREEK ROAD.

Repairs over about five miles of this road, which runs from Bobcaygeon northward into Galway.

NORTH BAY AND JUNCTION ROAD.

About two and a quarter miles of well constructed road begun at the boundary between Ferris and Widdifield, and from thence northward on or about lot number sixteen to Trout Lake on the same lot number. A small portion of the concession O line was also opened westward in the direction of North Bay.

NORTH BAY AND WIDDIFIELD ROAD.

This road was produced northward one mile between lots twenty and twenty-one to Duchesnay creek, and about four and a half miles of the older portion repaired.

NORTH HARVEY ROAD.

Commencing at lot number eleven in the fourth concession of Harvey this work was continued in a south-easterly direction across the third, second and first concessions to Burleigh Falls, a length of five miles of very satisfactory work.

NORTH SHORE ROAD.

This road, the main highway between Minden and Haliburton, was repaired over six and a half miles.

NOSBONSING ROAD.

Three miles constructed, the work beginning at lot number ten, concession six Bonfield, thence west to lot number five, thence south to the fourth concession, and thence west to lot number three.

OPEONGO ROAD.

Eleven miles improved from D'Acre eastward.

PAPINEAU 12 AND 13 CON. ROAD.

Two miles opened between lots twenty and twenty-one through concessions eleven, twelve and thirteen ; and a mile and a quarter of the road allowance between concessions twelve and thirteen from lot twenty westward.

PEMBROKE AND MATTAWA ROAD.

In the township of Papineau four miles were repaired from the east limit of Mattawa eastward ; and in the townships of Maria and Clara, from about half a mile west of Bisset's Creek eight miles were repaired in a westerly direction. Chalk River bridge was also well repaired.

PERRAULT SETTLEMENT ROAD.

This road is now finished by the construction of two miles, thus opening a highway for settlers in Griffith and Matawatchan to Eganville and Pembroke, which before they had not.

PETERSON ROAD.

Repaired from what is known as "Bennett's Hill," which is three miles west of Cumbermere, westward six and a half miles.

POWASSAN AND CALLENDER ROAD.

Two miles and a half of new work and nearly one mile of repairs. The portion opened was on the road allowance between concessions eleven and twelve, from the east side of lot number eight, westward to lot number one in the township of Boulter, and from thence southwesterly almost in a straight line to lot twenty-six in the eleventh concession of Chisholm. The repairs were in the thirteenth concession of Boulter through lot number nine.

RAYSIDE ROAD.

A road constructed from Fraser's Siding on lot number six of concession two Rayside northward to the sixth concession, the distance being three and a-half miles, and reaching to the northern portion of the township.

REID ROAD.

Three and a-half miles of work from lot number one to lot number fifteen, all in the sixteenth concession of Galway.

The County of Peterborough gave one hundred dollars and the Township of Galway fifty dollars to aid in the work.

ROUND LAKE ROAD.

Towards this road work the County of Peterborough contributed one hundred dollars and the Township of Belmont fifty dollars, and with which, and two hundred dollars from the Government, two and a half miles were repaired from lot number sixteen of concession nine Belmont to lot twenty-four, and opened two miles farther as a winter road to lot twenty-nine.

RYDE ROAD.

This road is on the town line between Dalton and Rama, and was this season opened three-quarters of a mile through a swamp, across parts of the sixth and seventh concessions. The whole length was crosswayed and there is yet a short distance to crossway before it can be said to be fully opened for general traffic.

SCOTT ROAD.

Six miles repaired from boundary between Chandos and Wollaston westward.

SPARK'S CREEK BRIDGE.

A bridge one hundred and fifty-two feet long built over Spark's Creek, on lot number thirty-one in the ninth concession of Bonfield.

It has one main span or opening of thirty-two feet, the balance being fifteen feet openings. Half a-mile of grading was also done to form the road leading to the bridge at each end.

STONY LAKE ROAD.

The sum of one hundred dollars was given to supplement grants of fifty dollars from each, the County of Peterborough and the Township of Dummer, and with which sum four miles and a half of repairs were made upon a road in the township of Dummer from lot twenty-seven to lot thirty-one, and through concessions five to eleven.

STURGEON FALLS ROAD.

This road was repaired over almost the entire distance between Sturgeon Falls and Verner station, and the distance ten miles.

STURGEON RIVER ROAD.

Three miles opened from Sturgeon Falls northward between lots four and five of the township of Springer.

SUDBURY AND BLEZARD ROAD.

This road, which is from Sudbury northward, was repaired for four and a quarter miles, and the whole length is now in very fair condition.

SUDBURY ROAD.

The work of construction west of Chelmsford was begun at the centre of lot two concession three Balfour, and ended between lots eight and nine, all on the line between the third and fourth concessions of the said township, and the distance three and a quarter miles.

Between Sudbury and Chelmsford one and three quarters mile which was an unopened portion has been well graded and the road now in good condition throughout. The cost of the first section described was about \$800, and of the latter \$700.

SUDBURY AND WHITEFISH ROAD.

Three and a-half miles wrought over, and being from lot number one, concession one of Snider, to lot number six in the fifth concession of Waters. Nearly one mile of the above was new, being a diversion to avoid unnecessary railway crossings and for the better accommodation of that section and the shortening also of distance.

TROUT LAKE ROAD.

Improved from lot twenty-one, concession C, Widdefield, three and a-half miles to Trout Lake, and now an excellent road.

WAHNAPIITAE ROAD.

A road from near Wahnapiitae station of the Canadian Pacific Railway northward to the lake of the same name. The work of opening it as a winter road is in progress, and full reports have not yet been received of its exact location or character.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES IN THE YEAR 1891.

NAME OF WORK.	Cash.	Supplies from De- partment.	Total.
	\$ c.	\$ c.	\$ c.
NORTH DIVISION.			
Big Island	Road 38 00		38 00
Blind River	Bridge 488 86		488 86
Bruce Mines and Port Lock	Road 400 87		400 87
Cockburn Island	Roads 499 51		499 51
Crown Point	Road 731 45		731 45
Dorion	" 900 00		900 00
Galbraith, 1st Concession	" 145 80		145 80
Galbraith, 4th and 5th Concession	" 302 99		302 99
Goulais River	Bridge 1,000 00		1,000 00
Grand River	Road 420 60	80 44	501 04
Grassy River	" 1,700 00		1,700 00
Inspection (balances)	" 329 65		329 65
Inspection	1,702 50		1,702 50
Kaministiquia	Bridge 500 00		500 00
Lake Shore (balance)	Road 18 00		18 00
Larchwood	" 550 00		550 00
Lefroy (balance)	" 166 74		166 74
Mississauga	Bridge 2,777 68	222 31	2,999 99
Quimet and Black Bay	Road 950 00		950 00
Quimet and Ogema	" 299 32		299 32
Parkinson	" 502 65		502 65
Pine River	" 350 00		350 00
Point De Meuron	Bridge 1,000 00		1,000 00
Port Finlay	Road 503 22		503 22
Port Lock and Port Findlay	" 500 16		500 16
Prince, 3rd Concession (balance)	" 20 50		20 50
Rabbit Mountain and Whitefish Lake	" 1,650 08		1,650 08
Rainy River	" 2,525 00		2,525 00
Rat Portage and Keewatin	" 525 00		525 00
Rat Portage and Rainy River	" 950 00		950 00
Rock Lake	" 400 96		400 96
St. Joseph Island (balances)	" 63 34		63 34
Slate River Valley	" 840 99		840 99
Silver Creek	" 1,507 87		1,507 87
Silver Mountain	" 548 65		548 65
Spanish River	" 829 52	120 33	949 85
Thessalon	" 180 00		180 00
	26,819 91	423 08	27,242 99
Less refunds from works of 1890, viz. :			
Keewatin Bridge	\$168 64		
Oliver Roads	111 93		280 57
Total Departmental Expenditure North Division			26,962 42
WEST DIVISION.			
Armour, 12th and 13th Concession	Road 300 00		300 00
Axe Lake	" 200 00		200 00
Beggsboro'	" 400 00		400 00
Bracebridge	" 200 43		200 43
Burk's Falls	" 1,008 67		1,008 67
Carling	" 501 38		501 38
Christie	" 500 06		500 06
Commanda Creek (balance)	Bridge 46 58		46 58
Eagle Lake	Road 501 20		501 20
Himsworth	" 400 24		400 24
Himsworth 25 and 26 side line	" 493 80		493 80
Indian Peninsula	Roads 1,841 87	192 90	2,034 77
Inspection (balance)	" 1 60		1 60
Inspection	1,418 57		1,418 57
Joly	Bridge and Road 707 14		707 14

SUMMARY OF EXPENDITURE, ETC.—Continued.

NAME OF WORK.	Cash.	Supplies from Department.	Total.
WEST DIVISION—Continued.			
	\$ c.	\$ c.	\$ c.
Katrine (balance) Bridge	100 00		100 00
Keppel Roads	800 00		800 00
Macaulay Road	600 02		600 02
Maganetawan (balance) Bridge	271 12		271 12
Maganetawan Road	917 63		917 63
Mills "	539 99		539 99
Mills and Stark's Swamp "	303 22		303 22
Monteith and Perry "	253 77		253 77
Muskoka "	397 48	111 89	509 37
Muskoka and Bobcaygeon "	801 92		801 92
Naiscoodtyong Bridge	100 00		100 00
North Cardwell Road	562 84		562 84
Northern "	703 74		703 74
Northwest "	200 00		200 00
Oakley 25 and 26 side line "	598 55		598 55
Orange Valley "	541 15		541 15
Pringle 12th and 13th Concession "	484 13		484 13
Ryerson Centre "	986 37		986 37
Shawanaga Bridge	300 00		300 00
South Armour Road	505 40		505 40
Spence 5 and 6 side line "	530 14		530 14
Strong Township Roads	1,218 80		1,218 80
Trout Creek (balance) Bridge	49 48		49 48
Westphalia Road	682 45	115 48	797 93
Whitestone Valley "	515 31	82 69	598 00
Wolf River Bridge	45 71		45 71
	21,530 76	502 96	22,033 72
Less grant from Municipality of Ryerson			25 00
Total Departmental Expenditure West Division			22,008 72
EAST DIVISION.			
Addington Road	917 65		917 65
Admaston and Scotch Bush "	305 05		305 05
Anstruther "	219 38		219 38
Ashdod and Calabogie "	570 00		570 00
Bobcaygeon "	609 63		609 63
Bonfield Bridge and	309 26		309 26
Bonnechere River and Barry Bay "	605 40		605 40
Booth (balance) "	13 94		13 94
Booth "	430 00		430 00
Buckhorn "	920 64		920 64
Burleigh (balance) "	69 22		69 22
Burleigh "	960 09		960 09
Burnt River Bridge	400 06		400 06
Caldwell Road	1,157 40	87 06	1,244 46
Callender and North Bay "	895 02	106 26	1,001 28
Carlow "	305 50		305 50
Cavendish Roads	1,349 54		1,349 54
Cavendish and Glamorgan "	800 00		800 00
Chandos (balance) Road	46 57		46 57
Chandos "	300 00		300 00
Desert Lake "	403 08		403 08
Devil's Lake "	397 53		397 53
Eganville and Foy "	778 51		778 51
Eldon Roads	1,019 56		1,019 56
Ferris and Bonfield (balance) Road	25 39		25 39
Frontenac Road	480 99		480 99
Galway Roads	1,298 75		1,298 75
Gannon's Narrows Road	356 13		356 13
Gull River Bridge	835 72		835 72
Hagarty and Brudenel Road	417 25		417 25

SUMMARY OF EXPENDITURE, ETC.—Continued.

NAME OF WORK.	Cash.	Supplies from De- partment.	Total.
EAST DIVISION—Continued.			
	\$ c.	\$ c.	\$ c.
Hollow Lake (1890) Bridge	150 00		150 00
Inspection (balance)	165 94		165 94
Inspection	2,958 01		2,958 01
Kaladar Road	250 00		250 00
Kennebec "	600 00		600 00
Lake Clear and Lyndoch "	322 69		322 69
Lavant "	999 91		999 91
Lavant and Mississippi "	505 55		505 55
Lutterworth "	255 93		255 93
Mackay's Station and Petewawa "	829 57		829 57
Mattawa and Callender, "	998 63		998 63
Mattawa and Temiscamingue "	1,001 15		1,001 15
Methuen (balance)	114 32		114 32
Methuen "	730 00		730 00
Miners' Bay "	106 60		106 60
Mississippi "	1,451 50		1,451 50
Monck "	1,000 40		1,000 40
Monteagle "	507 02		507 02
Mount St. Patrick "	675 00		675 00
Mud Lake and Pigeon Creek "	209 63		209 63
Murchison Bridge	550 00		550 00
Nogey's Creek Road	359 02		359 02
North Bay and Junction "	900 00		900 00
North Bay and Widdifield "	801 32		801 32
North Harvey "	760 89		760 89
North Shore "	384 93		384 93
Nosbonsing "	882 85	106 26	989 11
Opeongo "	550 90		550 90
Papineau 12th and 13th Concession "	527 82		527 82
Pembroke and Mattawa (balance) "	117 44		117 44
Pembroke and Mattawa "	1,368 87		1,368 87
Perrault Settlement "	598 25		598 25
Perth (balance) "	21 00		21 00
Peterson "	399 12		399 12
Powassan and Callender "	874 94	106 26	981 20
Rayside "	688 50		688 50
Reid "	330 00		330 00
Round Lake "	358 48		358 48
Ryde "	300 00		300 00
Scott "	270 62		270 62
Spark's Creek Bridge	609 56		609 56
Stony Lake Road	219 49		219 49
Sturgeon Falls "	900 25	101 73	1,001 98
Sturgeon River "	1,000 00		1,000 00
Sudbury and Blezard (balance) "	51 00		51 00
Sudbury and Blezard "	892 95		892 95
Sudbury "	1,412 89	87 06	1,499 95
Sudbury and Whitefish "	750 00		750 00
Trout Lake "	256 38		256 38
Wahnapitae "	600 00		600 00
Less Municipal Grants :	49,469 29	401 31	49,860 60
County of Peterborough \$475 00			
Township of Smith 75 00			
" Harvey 50 00			
" Galway 50 00			
" Belmont 50 00			
" Dummer 50 00			
" Ennismore 50 00			800 00
Total Departmental Expenditure, Eastern Division			49,060 60

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

RECAPITULATION.

	Total Expenditure.	Municipal Grants and Refunds.	Departmental Expenditure.
	\$ c.	\$ c.	\$ c.
I. North Division	27,242 99	280 57	26,962 42
II. West Division	22,033 72	25 00	22,008 72
III. East Division	49,860 60	800 00	49,060 60
Total Department Expenditure	99,137 31	1,105 57	98,031 74

HENRY SMITH,
Superintendent Colonization Roads.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1891.

APPENDIX No. 32.

List of Persons to whom Culler's Licenses were issued under The Ontario Cullers' Act during the year 1891.

NAME.	P. O. ADDRESS.	NAME.	P. O. ADDRESS.
Anderson, M. M.....	Almonte	Cameron, William	Collins Inlet
Allan, James D.....	Bracebridge	Cain, Robert	Midland
Appleton, Erwin B.....	Bracebridge	Crawford, Stephen W.	Thessalon
Albert, Andrew	Ottawa	Cochrane, George.....	Peterborough
Adams, J. Q.....	Longford Mills	Coburn, John.....	Lindsay
Anderson, Patrick J.....	Campbellford	Crowe, Nathaniel.....	Bobcaygeon
Anderson, J. C.....	Gravenhurst	Cameron, Alexander.....	Norman
Allan, Alfred	Ottawa	Chrysler, Frank R. L.....	Webbwood
Aikins, Geo. M.....	French River	Carson, Hugh.....	Rat Portage
Appleby, Ridley.....	Katrine	Carson, Melvin.....	Little Current
Adams, James M.....	Sault Ste Marie	Cameron, John K.....	Spanish River
Aylward, James.....	Peterborough	Cassidy, William.....	Little Current
Archibald, John L.....	Keewatin	Campbell, Archibald J.....	Little Current
Austin, Wm. G.....	Renfrew	Close, John L.....	Arnprior
Anderson, Charles.....	Little Current	Campbell, James R.....	Eganville
Anderson, John.....	Cartier	Campbell, John A.....	Galetta
		Caillier, Hyacinthe.....	Arnprior
		Chamberlin, Thomas.....	Bobcaygeon
Boland, Abraham	Cartier		
Brown, Singleton.....	Bracebridge	Durrill, John W.....	Ottawa
Barry, Thomas James.....	Hastings	Dickson, John.....	Sundridge
Blanchet, Paul Frederick.....	Ottawa	Danter, R. W.....	Parry Sound
Bird, W. S.....	Parry Sound	Doyle, T. J.....	Eau Claire
Bayley, James T.....	Gravenhurst	Dobie, Alexander R.....	Blind River
Bell, Henry.....	Ottawa	Donally, Richard S.....	Sudbury
Beach, Herbert Mahlon.....	Ottawa	Devine, William.....	Cook's Mills
Barry, Thomas.....	Millbridge	Durrill, William.....	Nosbonsing
Beaty, W. R.....	Parry Sound	Draper, Patrick.....	Quyon, Que.
Brooks, Frederick William.....	Mackey's Station	Davis, J. P.....	Bobcaygeon
Brown, Robert D.....	Port Sydney	Drum, Patrick.....	Belleville
Breed, Arthur G.....	Penetanguishene	Durham, Edgar S.....	Rosseau
Barnes, Thomas George Lee.....	Muskoka Mills	Duquette, Charles.....	Webbwood
Buchanan, Robert.....	Coldwater		
Beck, Jacob Frederick.....	Penetanguishene	Ebert, Andrew P.....	Pembroke
Bird, Joseph Manly.....	Muskoka Mills	Ellis, Alexander.....	Arnprior
Boyd, John F.....	Thessalon	Ellis, John.....	Westmeath
Brandon, Martin W.....	Peterbrough		
Bell, John C.....	Peterborough	Forbes, Christopher McKay..	McLean's Depot.
Bartlett, George W.....	Warren	Fitzgerald, E. Clair.....	Parry Sound
Brown, Silas.....	Klock's Mills	Farrell, W. H.....	Ironside, Que.
Boland, W. G.....	Eganville	French, Louis Wm.....	Bync Inlet
Baulke, George R.....	Aylmer, Que.	Freeston, Walter.....	Burk's Falls
Bromley, Thomas.....	Pembroke	Fraser, William A.....	Mattawa
Bremner, John L.....	Admaston	Fortune, Owen.....	Trenton
Bromley, W. H.....	Pembroke	Fraser, David.....	Norman
Bowers, Isaac.....	Little Current	France, John.....	Collins Inlet
Brown, Thomas.....	Barrie	Ford, Charles.....	Wahnapitae
Bass, Walter R.....	West Huntingdon	Fraser, Alexander, Jr.....	Westmeath
Bates, Robert.....	Rat Portage	Fairbairn, William.....	Calabogie
		Fraser, Wm. A.....	Pembroke
Callaghan, Dennis.....	Trenton	Fraser, Foster.....	Pembroke
Campbell, Alexander J.....	Trenton	Fraser, William.....	Little Current
Carson, James.....	Bracebridge	Fraser, Hugh Alexander.....	Pembroke
Campbell, J. M.....	Bracebridge		
Campbell, Robert.....	Bracebridge	Green, Norman A.....	Gilmour
Clairmont, Joseph.....	Campbellford	Green, Samuel E.....	Parry Sound
Clarkson, Robert J.....	Parry Sound	Grant, John.....	Flint Inlet
Carruthers, Aaron.....	Hintonburg	Greene, Arthur.....	Ottawa
Calder, Wm. J.....	Bark Lake		
Chew, Joseph.....	Gravenhurst		
Cole, James Colin.....	Ottawa		

LIST of Persons to whom Culler's Licenses were issued under The Ontario Cullers' Act during the year 1891.—*Continued.*

NAME.	P. O. ADDRESS.	NAME.	P. O. ADDRESS.
George, R. W.	Parry Sound	Kitchen, D.	French River
Gardiner, John	Parry Sound	Kelly, Jeremiah	Sudbury
Golden, Frank Jay	Trenton	Kelly, Ferdinand	Mattawa
Garson, Robert	Thessalon	King, Napoleon	Mattawa
Gropp, August	Penetanguishene	Kean, B. F.	Orillia
Grozelle, Antione D.	Muskoka Mills		
Goulais, James	Peterborough		
Grayson, Charles	Keewatin	Lloyd, Alfred	Severn Bridge
Gladstone, Henry E.	Cook's Mills	Lawrie, Frank A.	Parry Sound
Graham, Edward G.	Wahnapitae	Latimer, James	Frank's Bay
Griffin, James	Spanish River	Lemyre, Middey	Campbellford
Gordon, Alexander B.	Pembroke	Lutz, Jacob	Parry Sound
Gareau, Noah J.	Pembroke	Luby, John E.	Ottawa
Gordon, Robert W.	Pembroke	Lochnan, James	Ottawa
Guerin, Nelson	Petewawa	Lozo, John	Trenton
Gunter, Peter M.	Gilmour	Loughrin, Lawrence	Pembroke
Glennie, William	Millbridge	Linton, J. H.	Parry Sound
Gardner, John	Rat Portage	Ludgate, James	Peterborough
		Lynch, W. H.	Collingwood
		Lee, Robert	Huntsville
Hartt, James	Gilmour	Longford, Mark	Baysville
Hayes, James	Enterprise	Letherby, Edwin	Midland
Huckson, A. H.	French River	Lovering, William James	Coldwater
Howe, Alexander	Queensborough	Lane, Maurice	Bobcaygeon
Hurd, Edwin	Hurdville	Lenton, George	Peterborough
Hoff, J. S. Morris	Arnprior	Low, Thomas A.	Renfrew
Hutton, John	Hutton House	Livingston, Robert M.	Huntsville
Hutchinson, Wm. E.	Huntsville		
Hogarth, Joseph Rowan	Pembroke	Malloy, Mark	Baysville
Humphrey, John	Gravenhurst	Miller, R. O.	Gravenhurst
Hill, Joshua	Midland	Menzies, Archibald	Burk's Falls
Hall, David	Lovering	Manning, James	Trenton
Hartley, Charles	Peterborough	Martin, Philip	Stoco
Helferty, Dennis	Eganville	Malone, William Patrick	Ottawa
Hamilton, Robert	Rat Portage	Marsh, Esli Terrill	Trenton
Hoppins, Abiram	Kingston	Millar, John W.	Huntsville
Hoppins, Denimore	Kingston	Mutchenbacker, Asa	Rosseau Falls
Haystead, John	Parry Sound	Morris, George F.	Frank's Bay
Henderson, John Irwin	Bobcaygeon	Murray, George, Jr.	Waubashene
Hartley, William	Millbridge	Maughan, Joseph	Fort William
Higgins, John C.	Peterborough	Margach, William J.	Port Arthur
Humphrey, T. W.	Gravenhurst	Murray, George, Sr.	Waubashene
		Mauece, William	Peterborough
Irwin, Thomas H.	Parry Sound	Murray, William	Rat Portage
		Morgan, Richard J.	Rat Portage
Jackson, Robert	Brechin	Magee, Thomas Arthur	Rat Portage
Johnson, Finlay	Bracebridge	Murdoch, James	Cook's Mills
Jones, Albert	Victoria Harbor	Munroe, Peter P.	Commanda
Johnson, Thomas	Bobcaygeon	Mason, Benjamin	Westmeath
Johnston, Archibald M.	Norman	Monaghan, John B.	Arnprior
Julien, Charles	Trenton	Monaghan, M. J.	Arnprior
		Mulvihill, John	Arnprior
Kerby, John	Belleville	Moran, Andrew	Rockingham
Kennedy, Robert	Marmora	Mulvihill, Michael	Arnprior
Kirby, Louis Russell	Ottawa	Mann, John	Manitowaning
Kenny, Timothy	Enterprise		
Kirk, Henry	Trenton	McPherson, James S.	Rama
Knox, Milton	Ottawa	McKinley, Edward C.	Toronto
Kinsella, Michael Pierce	Trenton	McClelland, John	Parry Sound
		McFarlane, J. W.	Cache Bay

LIST of Persons to whom Culler's Licenses were issued under The Ontario Cullers' Act during the year 1891.—*Continued.*

NAME.	P. O. ADDRESS.	NAME.	P. O. ADDRESS.
McDonald, Roderick	Pembroke	O'Brien, Andrew	Ottawa
McCormack, William	Pembroke	O'Connor, John	Hintonburg
Macpherson, John	Ottawa	Oliver, Darcy	Wahnapitac
McBachern, John A.	West Gravenhurst	O'Connor, William	Nosbonsing
McLeod, Dugald	Gravenhurst	O'Neill, James W.	North Bay
McClelland, R. H.	Parry Sound	O'Donnell, William	Penetanguishene
McEvoy, Frank	Campbellford		
McDermott, Peter	Orillia	Pomery, Peter	Trenton
McElroy, John	Madoc	Perry, Pringle K.	Byng Inlet North
McNabb, Robert J.	Parry Sound	Purcell, William G.	Ottawa
McFadden, James	Ottawa	Purvis, John	Parry Sound
McIntosh, James G.	Carleton Place	Pattinson, Thomas	Bracebridge
McInnis, Hector D.	Bracebridge	Porter, James	Uphill
McKinnon, Malcolm	Bracebridge	Pearson, John James	Lindsay
McLean, Daniel	Bracebridge	Paterson, John	Wahnapitac
McKinnon, Archie J.	Bracebridge	Paterson, Alexander	Orillia
McKay, D. C.	Baysville		
McDonald, James.	Parry Sound	Richardson, Frederick George	Trenton
McPherson, Allan	Longford	Richards, Richard	Tamworth
McDonald, James P.	French River	Riddell, George Alexander ..	Rochesterville
McFarland, Joseph C.	Fort Severn	Richey, Evan	Brentwood
McNabb, Alexander	Thessalon	Randell, Louis D.	French River
McGillivray, Archibald ..	Port Arthur	Richardson, Charles Mervyn.	Trenton
McGrane, Edward	Lindsay	Rochester, Daniel Baillie ..	Ottawa
McLeod, Donald, Jr.	Keewatin	Riddell, James	Ottawa
McDonald, Hector R.	Thessalon	Rice, Asa A.	Hull, Que.
McDougall, Duncan	Bracebridge	Roberts, T. A.	Huntsville
McNabb, Alexander D.	Warren	Ross, Andrew	Longford Mills
McCormack, John C.	Sudbury	Rose, Donald M.	Rat Portage
McNamara, John	Byng Inlet	Rawson, Charles Edgar	Coldwater
McGillivray, Duncan D.	Algoma Mills	Ross, George	Waubauskene
McIntyre, Daniel A.	Klock's Mills	Roberts, Percy T.	Keewatin
McNamara, Lewis	Klock's Mills	Ritchie, William D.	Little Current
McDonald, Sidney C.	Mattawa	Ramsay, Robert	Arnprior
McCool, Christopher L.	Cartier	Ritchie, J. F.	Arnprior
McCallum, Donald	Arnprior	Ritter, Samuel G.	Ah-Mic Harbor
McGregor, Duncan	Burnstown	Robinson, William	Bobcaygeon
McLean, Peter W.	Sand Point	Reid, Joseph B.	Lindsay
McManus, John C.	Arnprior		
McNab, Alexander	Arnprior	Scanlin, William	Enterprise
McFarlane, Alexander	Renfrew	Sutherland, D. H.	Gravenhurst
McFarlane, J. D.	Stewartville	Spanner, John	Huntsville
McFarlane, Duncan	Renfrew	Shier, James D.	Bracebridge
McKendry, Wm. B.	Arnprior	Spooner, W. R.	Katrine
McPhee, Hugh	Renfrew	Simpson, Alfred E.	Wakefield
McPhee, John	Arnprior	Souliere, John B.	Ottawa
McLachlin, Peter	Arnprior	Shiels, James A.	Carleton Place
McLachlin, Alexander	Arnprior	Spargo, George	Ottawa
Mackey, Edward	Arnprior	Smyth, W. H.	Byng Inlet North
McKewen, Henry	Trenton	Salmon, R. H.	Baysville
McDonald, Alfred	Peterborough	Sheehan, Peter F.	Loring
McGeary, John J.	Sundridge	Stremer, A.	Ottawa
McDonald, Archibald W.	Gilmour	Shields, Frank A.	Parry Sound
		Smyth, Job E.	Cache Bay
Newton, Frank	Gravenhurst	Sage, Nelson	Muskoka Mills
Newburn, William	Parry Sound	Shaw, Thomas B.	Waubauskene
Niblett, James	Arnprior	Swanston, James	Peterborough
Niblett, Robert	Osceola	Simpson, William	Hall's Bridge
		Sadler, Thomas	Lindsay
Overend, George J.	Longford Mills		

LIST of Persons to whom Culler's Licenses were issued under The Ontario Cullers Act during the year 1891.—*Concluded.*

NAME.	P. O. ADDRESS.	NAME.	P. O. ADDRESS.
Smith, Patrick Albert	Norman	Vollin, Samuel	Nosbonsing
Snaith, William J.	Mattawa	Vannier, Nelson Joseph	Bobcaygeon
Sinn, Wm. F.	Arnprior		
Scrim, Robert	Arnprior		
Salmon, Alexander C.	Baysville		
		Watson, William	Huntsville
Tait, Thomas B.	Burk's Falls	Webb, George W.	Parry Sound
Taylor, C. N.	Gravenhurst	Wilcox, Thomas	Parry Sound
Thornton, W. D.	Longford Mills	Wheeler, J. A. McL.	Tamworth
Trussler, Gilbert	Trout Creek	Ward, Joseph W.	Ottawa
Thompson, George S.	Lindsay	Wilkinson, William	French River
Thomson, Frederick A. H.	Callander	Waldie, John E.	Victoria Harbor
Thomson, Francis Henry	Nosbonsing	Wigg, Thomas G.	Thessalon
Tuffy, John	Cartier	Wall, Patrick B.	Cheboygan, Mich.
Train, A. C.	Rowan Mills	Wells, John R.	Little Current
		Whiteside, John	Huntsville
		Watt, William	Peterborough
Udy, Dean	French River		
		Young, William	Severn Bridge
Vigrass, Percy J.	Dufferin Bridge	Young, A. J.	Cache Bay
Vincent, Joseph	Warren	Young, Samuel	Coldwater
		Young, Patrick P.	Young's Point
		Total	371

REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO,
FOR THE YEAR
1892

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.



TORONTO:
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1893.

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REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO
FOR THE YEAR 1892.

*To His Honor the Honorable GEORGE AIREY KIRKPATRICK,
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOR :

As required by law, I submit, for the information of your Honor and the Legislative Assembly, a Report for the fiscal year ending on the 31st December, 1892, of the management, etc., of the Crown Lands of the Province

CROWN LANDS.

The area of Crown lands sold during the year was 30,463 acres, aggregating in value \$30,651.89. The collections on account of these and sales of former years amounted to \$32,159.38.

Under the leasing clause of the Mines Act, 14,176 $\frac{7}{8}$ acres were leased to various parties, upon which there was paid rent to the amount of \$18,700.75. (See Appendix No. 3, page 6.)

CLERGY LANDS.

The area of these lands sold during the year was 1,394 $\frac{3}{8}$ acres, aggregating in value \$1,836.35. The amount collected on account of these and former sales was \$4,571.52. (See Appendix No. 3, page 6).

COMMON SCHOOL LANDS.

The area of these lands sold during the year was 23 acres, aggregating in value \$95. The collections on account of these and former sales amounted to \$11,579.01. (See Appendix No. 3, page 6.)

GRAMMAR SCHOOL LANDS.

The number of acres sold during the year was 659 $\frac{1}{2}$, aggregating in value \$915.25. The collections on account of these and former sales was \$1,117.20. (See Appendix No. 3, page 6.)

RAILWAY LANDS.

Under "Railways Aid Act" of 1889, 52 Vict., c. 35, certain lands were set apart to be sold for the purpose of forming a fund to recoup the Province in respect of moneys expended in aiding railways. Of these lands, 974 $\frac{2}{3}$ acres were sold, aggregating in value \$939.13. The collections were \$1,627.92. (See Appendix No. 3, page 6.)

COLLECTIONS AND REVENUE.

The total collections of the Department on account of all sources of revenue were \$2,259,490.76, (See Appendix No. 4, page 7.)

DISBURSEMENTS.

The total disbursements of the Department on account of all services and expenditures were \$274,206.33. (See Appendix No. 6, pages 9 to 16.)

WOODS AND FORESTS.

The total collections for the year amounted to \$2,174,591.38, which includes \$1,317,798.59 on account of bonuses. The revenue derived from timber dues, ground rent, etc., was \$856,792.79. (See Appendix No. 7, page 17.)

The sawn lumber trade has not been in as prosperous a condition for many years as during that just closed. The demand for all kinds of lumber has been active, especially for the American market, and in sympathy therewith there has been an advance in prices. This satisfactory condition, so far as the American market is concerned, is owing no doubt in part to the reduction in the import duty on sawn lumber, shingles, etc., entering the United States. The duty, which was a specific one of two dollars a thousand, having been reduced to one dollar a thousand, enabled the coarser grades of lumber to be sent to that market at a profit, and thus much of the tree which was formerly not marketable at a profit and was wasted either by being left in the bush to burn or piled up in the mill-yard to rot, is now taken out and manufactured. The output of pine from the same area of territory will probably be considerably greater than it was before the removal of the duty, as everything that has any merchantable timber in it is now sawn.

There has been a demand for Canadian logs for export, to be sawn at saw-mills in the United States, but the export has not been as large as has been

publicly stated. Should the remaining dollar per thousand duty on Canadian lumber imported into the United States be removed at the next session of Congress, the advantage would all be in favor of manufacturing in Ontario, and it has been represented by those interested that in such case the export of sawlogs would be greatly lessened.

A sale of timber berths by public auction was held on the 13th of October last. The areas sold aggregated 633 miles, and were situated in the Nipissing, Algoma, Thunder Bay and Rainy River districts. Of the total area, 410 miles were in the district of Nipissing on the head waters of the Muskoka, Madawaska and Petawawa rivers, a small part of it being within the region proposed to be set apart as a provincial park. It is surrounded by licensed lands upon which lumbering is being actively carried on. The region contains a great many lakes and streams, well stocked with fish, while game of every kind is plentiful, and it is a great resort of hunting and fishing parties during the summer months. Settlement had approached from the Parry Sound district on the west up to the very confines of the pine timber, and overflowed into some of the townships. Considerable squatting had taken place and a number of settlers were resident with clearings, although every effort had been made to discourage people from settling there. No less than four railways are projected, all of which must pass through this territory, and the plans of the right of way of one of them filed in the Department showed it to traverse the densest pinery in the whole tract. Of this line—the Ottawa, Arnprior and Parry Sound Railway—twenty miles on the west end have already been built, and active construction is proceeding on the eastern end, the intention of the Company being to push the construction through as rapidly as possible. The Canadian Pacific Railway, under the charter of the Atlantic and North-west Railway Company, are also building a road parallel to and alongside of the Ottawa, Arnprior and Parry Sound Railway, on the eastern end of which construction is in progress. Under the circumstances stated, it was evident that the timber was becoming liable to destruction by fire in the immediate future, and that its early disposal would be prudent and advisable.

The sale of a considerable portion of this territory was called for by other considerations. Large saw-mills had been erected at various towns, and lumbering industries, giving employment to and supporting considerable populations, had grown up at these points. From time to time it had been represented to the Government that the limits from which some of these mills drew their supplies of timber were nearly exhausted, and that unless other sources of supply were found, some of them would be obliged to shut down for lack of material to saw; and it was urged that these mill-owners should be given an opportunity of acquiring further supplies of timber by offering this territory, which was tributary to them all, for sale by public auction. From these considerations, that is,—the exposed condition of timber, the necessities of the mill-owners, and the buoyant state of the lumber trade,—it appeared that the time had arrived when the territory should be offered for sale as timber berths.

Advantage was taken of the holding of the sale to dispose of this territory, to offer two townships and a small part of a township in the District of Algoma, which lay within the mining belt and on which prospecting was actively proceeding,—mining locations

having been sold in some of them and a number of applications for others having been filed in the Department. Those berths in the Thunder Bay and Rainy River districts remaining undisposed of at the sale of 1890 were also included in the sale, thus bringing the whole area offered up to 633 miles.

For the purposes of this sale, two important changes were made. First, the pine timber only was offered for sale; and, second, with respect to the berths in the Nipissing and Algoma districts, the Crown dues, payable when the timber is cut, were increased one-fourth, viz: On sawlogs, from \$1 to \$1.25 per thousand feet board measure, and on square timber from \$20 to \$25 per thousand feet, cubic.

The attendance at the sale was large and representative of the lumbering interests of Canada and the United States. The prices realized were greatly in excess of those obtained at any former sale, the highest average per mile at any previous sale being \$2,859.00 (obtained at the sale in 1887), while at this sale it reached \$3,657.18. The total amount realized was \$2,315,000, of which the sum of \$1,227,665.63 on account of bonus was paid in during the year. Of the 633 miles offered, 564 were purchased by Canadians and 69 by Americans.

The Ontario Cullers' Act seems to be giving satisfaction and to meet the object for which it was passed. During the year just closed ten examinations were held at the different lumbering centres of the Province, at which 187 candidates presented themselves for examination. Of these, 136 were found qualified and were granted licenses. This number, added to the 371 who were licensed last year, makes the staff now available for duty 507, practically all of whom, I believe, have been able to secure employment during the present winter. The expenditure incident to the holding of the examinations was \$934.30; the fees received amounted to \$716.25, leaving an apparent expenditure beyond receipts of \$218.05. Deducting from this the amount received last year from fees in excess of the cost of examinations and refunds, the net cost to the Department of examining these 507 men has been practically nil. A complete list of the licensed cullers and their post office addresses will be found on page 83.

FIRE RANGING.

The fire ranging system continues to give satisfaction to those who avail themselves of its advantages. Owing to the past summer being wet, no great damage was done by forest fires. The total cost of the service was \$31,976.38. The service of the year proper, however, cost only \$18,362.73, \$13,613.65 being carried from 1891, as, owing to the dryness of the autumn of that year and the numerous fires which took place, the accounts were not all received in time to be checked and paid before the end of the year. The amount refunded by the licensees was \$9,993.02, of which \$5,919.19 was on account of previous years, and \$4,073.83 on account of last year.

FISHERIES.

Since my last report, under the provisions of the Act for the Protection of the Provincial Fisheries, all Crown timber agents, forest rangers and fire rangers have been appointed *ex officio* officers for the enforcement of the observance of this Act, and a few additional overseers have been appointed.

The revenue from permits, etc., was \$484.

FREE GRANTS.

There are 155 townships open for location under the Free Grants and Homesteads Act, the township of Burpee, in the District of Parry Sound, having been added since my last report.

During the last year 461 locations were made on 59,733 acres of land, and 62 locatees purchased 3,354 acres ; 352 patents were issued to locatees. (See Appendix No. 9, page 20.)

CROWN SURVEYS.

The following surveys of townships have been carried out this year :

In the District of Nipissing the township of Master has been sub-divided into farm lots of 100 acres each, the townships of Falconbridge, MacLennan, McLaren, Scadding, Street and Thistle into lots of 320 acres each ; in the District of Algoma the townships of Bigelow and Gough have been sub-divided into lots of 320 acres each ; in the District of Thunder Bay the township of Booth has been sub-divided into lots of 320 acres each ; in the District of Rainy River the township of Spohn has been sub-divided into lots of 320 acres each ; in this latter district also base and meridian lines have been run ; in the District of Thunder Bay a survey of certain lakes and an exploration of a part of the country, have been performed.

The outlines of timber berths in the Districts of Nipissing, Algoma and Rainy River have been surveyed, and several minor surveys have been performed.

The returns of the above-named surveys have, so far as received, been examined, and in most cases closed. The particulars of these surveys will be found in Appendices Nos. 14 and 15, pages 29 and 30.

MUNICIPAL SURVEYS.

The Department has, during the year, on the petitions of the municipal councils interested, issued instructions for surveys in the following townships : Binbrook, Egremont, Finch, Flos, North Monaghan, Montague, Nepean, Packenham, Ramsay and Winchester, and has during the same period confirmed two municipal surveys in the townships of Dunwich and Nepean.

The particulars relating to these surveys will be found in Appendices Nos. 12 and 13, pages 26 and 27.

MINERAL SURVEYS.

The General Mining Act and the Mines Act, 1892, require that applicants to purchase or lease mining lands in unsurveyed territory shall file surveyor's plans, field notes and descriptions by metes and bounds of their locations, in the Department before any sale or lease is carried out.

Under these statutory regulations a number of applicants in the Districts of Algoma, Nipissing, Rainy River, and Thunder Bay have filed plans, etc., and an area of 3,900 acres has been sold and patented to them, for which nearly \$12,000 has been received, and an area of 3,668 acres has been leased at \$1 per acre for the first year's rental.

The particulars relating to these surveys and sales will be found in Appendices Nos. 16 and 17, pages 31 to 34 inclusive.

COLONIZATION ROADS.

The work done during the year was as follows: Miles of new road constructed, 128; miles of road repaired, 455; bridges erected, 27, aggregating a length of one mile, and many others repaired. The work done was carefully inspected and reported to be of a satisfactory and substantial character.

The total expenditure was \$105,574.25, of which certain items, amounting to \$1,169.87 were refunded by the municipalities, and \$748.99 refunded as unexpended, leaving the net expenditure of the Department to be \$103,655.39.

Respectfully submitted,

A. S. HARDY,

Commissioner

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1892.

APPENDICES.

APPENDIX NO. 1.

RETURN of Officers and Clerks, in the Department of Crown Lands, for the year 1892.

Branch.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
				\$ c.	
	Hon. A. S. Hardy.....	Commissioner	1889, January 19.....	4,000 00	
	Aubrey White.....	Assistant Commissioner.....	1882, January 1.....	2,800 00	
	George Kennedy.....	Law Clerk.....	1872, February 1.....	2,000 00	
	F. Yeigh.....	Shorthand Writer and Clerk.....	1880, March 1.....	1,250 00	
	A. Kirkwood.....	Chief Clerk	1854, March 21.....	1,900 00	
Sales and Free Grants.....	J. J. Murphy.....	Clerk in charge of Free Grants.....	1872, May 1.....	1,400 00	
	Julian Sale.....	Clerk	1871, August 5.....	950 00	
	E. S. Williamson.....	"	1888, May 1.....	750 00	
	C. J. M. Hardy	"	1890, May 31.....	700 00	
	G. B. Kirkpatrick.....	Director of Surveys.....	1866, January 30.....	2,000 00	
	W. Revell	Clerk	1871, October 2.....	1,300 00	
	W. F. Lewis.....	"	1872, February 5.....	1,000 00	
Surveys, Patents and Roads.....	J. M. Grant.....	Chief Clerk, Patents	1860, May 12.....	1,400 00	
	Pedro Alma.....	Clerk.....	1871, August 1.....	1,250 00	
	Henry Smith	Superintendent of Colonization Roads.....	1881, January 1.....	1,900 00	
	C. Cashman	Clerk.....	1872, September 1.....	1,150 00	
	J. H. Bradshaw.....	"	1884, June 1.....	850 00	
	J. A. G. Crozier.....	Chief Clerk.....	1867, December 1.....	1,650 00	
	Theo. C. Taylor	Clerk.....	1888, August 1.....	1,350 00	
	H. R. Hardy	"	1883, November 1.....	1,100 00	
	H. E. Rudge.....	"	1881, September 1.....	950 00	
Woods and Forests.....	Kenneth A. Miller.....	"	1891, November 1.....	1,000 00	
	J. J. Kelly.....	"	1888, March 19.....	900 00	
	P. J. Durkin.....	"	1888, October 1.....	850 00	
	Alex. McLaren.....	"	1890, May 22.....	850 00	Seven months only.

APPENDIX NO. 1.—*Concluded.*

Return of Officers and Clerks, in the Department of Crown Lands, for the year 1892.

Branch.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
Accounts.	{ D. G. Ross.....	Accountant.....	1861, April 15.....	\$ c.	
	{ E. Leigh.....	Clerk.....	1873, December 20.....	1,800 00	
	{ M. J. Ferris.....	".....	1892, April 1.....	1,200 00	
	{ C. P. Higgins.....	".....	1873, July 1.....	850 00	
	{ C. S. Jones.....	Registrar.....	1890, May 22.....	1,100 00	
Bureau of Mines.	{ A. Blue.....	Director of Mines.....	1891, May 8.....	1,500 00	
	{ T. W. Gibson.....	Shorthand Writer.....	1891, June 19.....	2,500 00	
	{ Aaron Slaght.....	Inspector.....	1890, April 18.....	1,300 00	
	F. Frank.....	Acting Caretaker.....	1886, December 1.....	750 00	
	D. Kinnan.....	Night Watchman.....	1873, April 1.....	500 00	
	Harry Lake.....	Messenger.....	1891, October 7.....	240 00	

D. GEO. ROSS,
Accountant.AUBREY WHITE,
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1892.

APPENDIX No. 2.

List of Crown Land Agents for the disposal of Free Grants, for 1892.

Name.	District or County.	Date of Appointment.	Salary per Annum.	Remarks.
Anderson, D	Part of Peterborough	1870, November 21	\$ c.	
Best, S. G.	" Parry Sound District	1875, March 23	500 00	
Brown, C. P.	" Algoma District	1872, June 25	500 00	Resigned 20 May, 1892.
Campbell, A.	" Rainy River District	1891, May 8	200 00	
Cockburn, J. D.	" Nipissing District	1884, May 21	200 00	
Dawson, G. W.	" Frontenac and Addington	1882, February 17	500 00	Agent for Sale of Lands.
Dill, J. W.	" District of Muskoka	1882, February 1	200 00	Resigned Dec., 1892.
Fiedling, W.	" Victoria	1882, August 1	500 00	Resigned July, 1892.
Gilligan, B. J.	" Nipissing District	1884, February 23	500 00	
Hamilton, G.	" St. Joseph Island	1884, March 26	500 00	
Handy, E.	Part of Parry Sound District	1890, September 20	200 00	
Hollands, C. J.	Town plot of Alberton	1879, January 3	500 00	
Kirk, W.	Part of District of Muskoka	1892, October 12	100 00	
Mackay, T.	" Parry Sound District	1892, July 28	500 00	
Macpherson, R.	" Frontenac	1881, December 5	500 00	
Marsh, R. J. F.	" Rainy River District	1871, July 18	500 00	Agent for Sale of Lands.
McDonald, D. G.	" Algoma District	1891, May 8	200 00	
Nichols, W. L.	" Algoma District	1888, December 3	500 00	Agent for Sale of Lands.
Reeves, J.	" Nipissing District	1885, August 27	500 00	
Ruttan, J. F.	" Thunder Bay District	1872, February 12	500 00	
Ryan, T. J.	" Algoma District	1889, May 16	250 00	
Scarlett, J. S.	" Parry Sound District	1888, June 15	500 00	
Stewart, C. R.	" Hastings and Peterborough	1880, June 17	500 00	
Stewart, James	" Renfrew	1882, May 1	500 00	
Tait, J. R.	" Hastings	1891, September 26	400 00	
Whelan, J.	" Renfrew	1869, May 28	500 00	
Wilson, Wm.	" Rainy River District	1884, September 19	500 00	
Turner, Wm.	" Algoma District	1891, June 19	200 00	
Wood, Ames W.	" Frontenac and Addington	1892, October 5	200 00	
		1892, December 31	200 00	

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1892.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 3.

STATEMENT of Lands Sold and Leased, Amount of Sales, and Amount Collected on Sales and Leases, for the year 1892.

Service.	Acres Sold and Leased.	Amount of Sales.	Amount Collected on Sales and Leases.
		\$ c.	\$ c.
Railway Lands	974 ⁹ / ₁₀	939 13	1,627 92
Crown Lands	30,463	30,651 89	32,159 38
Clergy Lands	1,394 ¹ / ₁₀	1,836 35	4,571 52
Common School Lands.....	23	95 00	11,579 01
Grammar School Lands	659 ¹ / ₂	915 25	1,117 20
Rent	14,176 ³ / ₈	.....	18,700 75
Total	47,691 ¹¹ / ₁₀	34,437 62	69,755 78

AUBREY WHITE,
Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1892.

APPENDIX No. 4.

STATEMENT of the Gross Revenue of the Department of Crown Lands, for the year 1892.

Service.	\$ c.	\$ c.
<i>Land Collections :</i>		
Railway Lands	1,627 92	
Crown Lands.....	32,159 38	
Clergy Lands.....	4,571 52	
Common School Lands	11,579 01	
Grammar School Lands.....	1,117 20	
Rent.....	18,700 75	
		69,755 78
<i>Woods and Forests :</i>		
Timber Dues.....	797,680 40	
Ground Rent.....	59,112 39	
Bonus	1,317,798 59	
		2,174,591 38
Casual fees	542 72	
Board of Surveyors	133 50	
Cullers' fees	716 25	
Fishing license fees	484 00	
		1,876 47
<i>Expenditure Refunds :</i>		
Forest fire protection	9,993 02	
Agents' salaries.....	331 00	
Cullers' examinations.....	10 80	
Inspections.....	3 10	
Colonization Roads	1,918 86	
Surveys	1,010 35	
		13,267 13
		2,259,490 76

D. GEO. ROSS,
Accountant.AUBREY WHITE,
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1892.

APPENDIX No. 5.

STATEMENT of the Receipts of the Department of Crown Lands, for the year 1892, which are considered as Special Funds.

Service.	\$ c.	\$ c.
<i>Clergy Lands :</i>		
Principal	2,510 33	
Interest	2,061 19	
		4,571 52
<i>Common School Lands :</i>		
Principal	4,369 79	
Interest	7,209 22	
		11,579 01
<i>Grammar School Lands :</i>		
Principal	962 95	
Interest	154 25	
		1,117 20
<i>Railway Lands :</i>		
Principal	1,627 92	
Rent.....	1,111 85	
		2,739 77
		20,007 50

AUBREY WHITE,

Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1892.

APPENDIX No. 6.

Statement of the Disbursements of the Department of Crown Lands for the year 1892

Service.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
<i>Salaries—Land.</i>			
Anderson, D	500 00		
Best, S. G.	500 00		
Brown, C. P.	77 40		
Campbell, A. G.	200 00		
Cockburn, J. D.	500 00		
Dawson, G. W.	200 00		
Dill, J. W.	291 66		
Fielding, W.	500 00		
Gilligan, B. J.	500 00		
Handy, E.	500 00		
Hamilton, G.	200 00		
Hollands, C. J.	21 93		
Kirk, W.	204 45		
Macdonald, D. G.	500 00		
Mackey, T.	500 00		
Macpherson, R.	500 00		
Marsh, R. J. F.	200 00		
Nichols, W. L.	500 00		
Reeves, J.	500 00		
Ruttan, J. F.	250 00		
Ryan, T. J.	500 00		
Scarlett, J. S.	500 00		
Stewart, C. R.	500 00		
Stewart, James	400 00		
Tait, J. R.	500 00		
Turner, W.	47 67		
Whelan, J.	500 00		
Wilson, W.	200 00		
		10,293 11	
<i>Salaries—Timber.</i>			
Campbell, P. C.	1,600 00		
Margach, Wm.	1,600 00		
Macdonald, D. F.	1,600 00		
Munro, H.	1,200 00		
McWilliams, J. B.	2,000 00		
Tassé, D.	100 00		
		8,100 00	
<i>Fisheries—Salaries.</i>			
Bole, Duncan	16 68		
Clark, N.	50 00		
Emmons, J.	100 00		
Huntington, S. A.	37 32		
Johnson, J. A.	250 00		
Little, J. J.	50 00		
Moore, F. J. M.	100 00		
McCaun, P.	10 00		
McDermott, B.	50 00		
McKewen, S.	50 00		
McKerdy, W.	50 00		
Smith, R. R.	50 00		
Willmott, J. H.	50 00		
		864 00	
Carried forward			

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1892.

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			
AGENTS' DISBURSEMENTS.			
<i>Land.</i>			
Anderson, D.....	4 67		
Best, S. G.....	15 00		
Cockburn, J. D.....	24 92		
Dawson, G. W.....	6 70		
Dill, J. W.....	20 25		
Handy, E.....	16 62		
Hamilton, G.....	9 54		
Kennedy, John.....	4 14		
Kirk, W.....	13 85		
Mackey, T.....	2 40		
Marsh, R. J. F.....	14 50		
Nichols, W. L.....	10 30		
Ryan, T. J.....	13 75		
Scarlett, J. S.....	17 60		
Stewart, C. R.....	12 33		
Tait, J. R.....	7 67		
Whelan, J.....	2 31	196 55	
<i>Timber.</i>			
Campbell, P. C.....	267 30		
Margach, Wm.....	1,337 45		
Macdonald, D. F.....	360 59		
Munro, H.....	150 00		
McWilliams, J. B.....	395 00	2,510 34	
<i>Fisheries.</i>			
Moore, F. J. M.....	34 63		
Smith, R. R.....	3 00		
Willmott, J. H.....	40 03	77 66	
<i>Miscellaneous.</i>			
Carpenter, W. H., Inspection.....	216 90		
Coombe, F. E., ".....	4 00		
Christie, W. P., ".....	136 70		
Ferris, J. M., ".....	2 50		
Garrow, E., ".....	211 50		
Galbraith, W., ".....	18 00		
Gibson, T. W., travelling expenses.....	10 15		
Graham, J. R., inspection.....	18 25		
Hamblin, J. J., ".....	6 00		
Hardy, Hon. A. S., travelling expenses.....	91 00		
Jones, C. S., inspection of agencies.....	76 03		
Kennedy, Geo., travelling expenses.....	40 00		
McSherry, —, inspection.....	91 00		
Shannon, P. M., ".....	2 00		
Soper, M. L., ".....	36 00		
Taylor, Theo. C., travelling expenses.....	30 00		
White, A., ".....	200 00		
Yeigh, F., inspection of agencies.....	207 05	1,397 08	
<i>Carried forward</i>			23,438 74
			23,438 74

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1892.

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			23,438 74
CROWN TIMBER AGENCY, QUEBEC.			
<i>Salaries.</i>			
Mackey, J. (deceased)	75 00		
Nicholson, B., agent].....	1,400 00		
Harney, Thos., clerk and messenger.....	337 47		
		1,812 47	
Contingencies		460 67	
			2,273 14
CROWN TIMBER AGENCY, OTTAWA.			
Macdonald, W. J. (deceased).....	125 00		
Darby, E. J., acting agent	900 00		
Larose, S. C., clerk.....	850 00		
		1,875 00	
Contingencies		735 22	
			2,610 22
WOOD RANGING AND INSPECTION OF TIMBER LANDS.			
Brady, John		841 00	
Bremner, J. L.		557 30	
Cunningham, John		642 00	
Campbell, P. C.		219 33	
Christie, W. P.		35 35	
Fraser, D.		394 00	
Gardner, J.		788 55	
Garrow, E.		641 33	
Hanes, J. L.		227 00	
Halliday, James.....		785 00	
Halliday, Frank.....		1,727 43	
Henderson, Chas.....		1,205 15	
Johnson, S. M.		1,691 28	
Kennedy, John.....		1,208 38	
Ludgate, Theo.....		1,669 90	
McGown, Thos.		791 71	
McCogherty, P.		1,135 10	
McSherry, P.		90 00	
McGown, Wm.		1,113 18	
Moore, D. H.		1,264 25	
Paget, Geo.....		1,490 77	
Regan, John		1,089 66	
Ross, Alex		225 88	
Robinson, Wm.....		818 10	
Russell, Wm.		1,604 24	
Sinclair, T.		718 95	
Smith, J. W.		1,482 05	
Smith, A. C.		65 66	
Sullivan, John.....		1,025 00	
Turgeon, J. B.		630 00	
Walters, Thos.		7 85	
White, J. B.		805 00	
Wickware, P. A.....		94 50	
			27,084 90
<i>Carried forward</i>			

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1892.

Service.		\$ c.	\$ c.	\$ c.
<i>Brought forward</i>				
FIRE RANGING.				
Aussant, T. 1892		104 00		
Disbursements		136 25		
			240 25	
Austin, C. 1892			144 00	
Britton, L. P. 1890			12 00	
Bell, John W. 1891		262 00		
Disbursements		36 00		
			298 00	
Bruce, Geo. 1891			254 00	
Blanchette, O. 1891			240 00	
Brooks, E. J. 1891			4 00	
Bartlett, G. W. 1892		262 00		
Disbursements		26 75		
			288 75	
Bromley, T. 1891-2		84 00		
Disbursements		1,451 27		
			1,535 27	
Boland, John M. 1892			226 00	
Brennan, S. 1892			84 00	
Boland, A. G. 1892			236 00	
Bowland, Wm. 1892			234 75	
Barclay, Geo. 1892			262 00	
Bradley, H. 1892			92 00	
Bremner, Wm. 1892			126 00	
Coghlin, John. 1891-2		524 00		
Disbursements		139 00		
			663 00	
Coghlin, Thos. 1892			262 00	
Cochrane, John. 1891-2		308 00		
Disbursements		396 75		
			704 75	
Cody, L. 1892			182 00	
Colville, M. 1892			92 50	
Carter, R. 1892			250 00	
Conway, John. 1892			210 00	
Crawford, D. 1892			262 00	
Driver, Jos. 1892			258 00	
Dufond, J. 1891-2			262 00	
Dunn, P. 1891-2		284 00		
Disbursements		781 60		
			1,065 60	
Dupuis, L. 1892			212 00	
Dwyer, Jas. 1892			262 00	
Elcome, E. 1892			216 00	
Elmhurst, Wm. 1891-2		280 00		
Disbursements		22 50		
			302 50	
Fenton, J. E. 1892			216 00	
Gongeon, A. 1891-2			532 00	
Gallagher, Jas. 1892			258 00	
Gilroy, S. 1892			210 00	
Goer, John. 1892			104 00	
Grawberger, T. 1891-2			472 00	
Haley, C. 1891-2		524 00		
Disbursements		21 00		
			545 00	
<i>Carried forward</i>				

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1892

Service.		\$ c.	\$ c.	\$ c.
<i>Brought forward</i>				
<i>FIRE RANGING—Continued.</i>				
Hadley, J. J.	1891		26 00	
Harris, John	1892		262 00	
Hendricks, W.	1891	226 00		
Disbursements		43 50		
			269 50	
Henderson, Jas.	1892		72 00	
Higgins, John	1892		210 00	
Hillis, John	1891-2	302 00		
Disbursements		8 25		
			310 25	
Huckson, A. H.	1891		220 00	
Humphrey, T. W.	1892		196 00	
Inwood, A.	1892		152 00	
Johnson, E.	1891-92		396 00	
Johnson, R. W.	1892		262 00	
Johnston, W.	1892		84 00	
Kirby, Thos	1891		198 00	
Latour, F.	1892		262 00	
Lawson, A.	1890-91	79 50		
Disbursements		12 00		
			91 50	
Mackey, W. C.	1892		58 00	
Maguire, A. H.	1892		54 00	
Maves, William	1892		80 00	
May, M.	1891		194 00	
Martin, A. R.	1892		167 50	
Miller, M.	1892		107 50	
Mitchell, J. C.	1891-92		154 00	
Moore, J.	1892		34 00	
Murphy, John	1891-2	522 00		
Disbursements		42 63		
			564 63	
McBrien, R.	1891		260 00	
McCarthy, J.	1891	262 00		
Disbursements		146 30		
			408 30	
McCaunse, H.	1892	62 00		
Disbursements		11 26		
			73 26	
McCormack, J. C.	1892		131 00	
McCreight, John	1892		246 00	
McConnee, H.	1891	162 00		
Disbursements		27 25		
			189 25	
McDermott P.	1891		236 00	
McDonnell, A.	1891-2	524 00		
Disbursements		439 55		
			963 55	
<i>Carried forward</i>				

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1892.

Service.		\$ c.	\$ c.	\$ c.
<i>Brought forward</i>				
<i>FIRE RANGING—Continued.</i>				
McDonald, J. W.	1891	262 00		
Disbursements		12 00	274 00	
McDonald, R.	1892		244 00	
McDongall, D.	1892		254 00	
McEwan, Wm.	1892		72 00	
McFarlane, J.	1892	190 00		
Disbursements		110 52	300 52	
McGown, Wm.	1892		24 00	
McGuire, Jas.	1892		262 00	
McGuey, D.	1891	262 00		
Disbursements		918 03	1,180 03	
McKay, W. G.	1891		936 75	
Disbursements				
McKay, Angus.	1892		86 25	
McIntyre, Wm.	1891	262 00		
Disbursements		128 09	390 09	
McNabb, Wm.	1891-2		472 00	
McNeil, A.	1891	244 00		
Disbursements		12 38	256 38	
Nevers, C.	1892		212 00	
Oram, John	1891-2		524 00	
O'Grady, J. L.	1891		262 00	
O'Neil, A. J.	1892		314 00	
Patterson, John	1892		210 00	
Petras, J. C.	1892		210 00	
Prince, A.	1891-2		524 00	
Plourde, C.	1891-2		415 00	
Porter, Jas.	1892		50 00	
Richards, G.	1892		260 00	
Sage, N.	1892		96 00	
Scantlin, Jas.	1891-2	152 00		
Disbursements		295 87	447 87	
Sheehan, P. F.	1891-2		446 00	
Shields, J. A.	1892	156 00		
Disbursements		3 75	159 75	
Skuce, Thos.	1891-2	524 00		
Disbursements		618 59	1,142 59	
<i>Carried forward</i>				

APPENDIX No. 6.—Continued.

STATEMENT of the Disbursements of the Department of Crown Lands for the year 1892.

Service.		\$ c.	\$ c.	\$ c.
<i>Brought forward</i>				
<i>FIRE RANGING.—Continued.</i>				
Smith, G. O	1890-91		472 00	
Smith, A. C	1891			
Disbursements			15 00	
Stable, D	1892		76 00	
Streatfield, J. C	1892		140 00	
Thaxter, R	1891		252 00	
Thivierge, X	1892		262 00	
Thomas, R	1891	262 00		
Disbursements		44 54		
Tough, Jno.	1892		306 54	
Tramblay, O	1892		220 00	
Vankoughnet, J	1890-91		260 00	
Vannier, N	1892		56 25	
Welsh, J	1891	210 00		
Disbursements		262 00		
		31 25		
Wilson, John	1891		293 25	
Disbursements		156 00		
		1 50		
Willing, Jos	1892		157 50	
Willetto, P	1892		24 00	
Young, William	1892		208 00	
			258 00	
				31,976 38
<i>EXAMINATION OF CULLERS.</i>				
Aylesworth, W. R		13 10		
Brady, John		27 25		
Christie, W. P		44 50		
Dollar, Jas		31 75		
Gilligan, B. J		12 00		
Garrow, E		28 95		
Henderson, C		50 45		
Halliday, F		32 50		
Johnson, S. M		23 85		
Kennedy, J. C		16 00		
Kennedy, John		40 40		
Ludgate, Theo		47 15		
Macdonald, D. F		89 20		
Moore, D. F		24 35		
Marsh, E. J		55 95		
McCogherty, P		67 15		
McKendry, W. B		43 20		
McGown, Thos		74 20		
Ritter, S. G		31 35		
Russel, W		35 20		
Smith, J. W		13 95		
Tait, T. B		54 00		
Advertising			856 45	
			77 85	
				934 30
<i>Carried forward</i>				

APPENDIX No. 6.—*Concluded.*

Statement of the Disbursements of the Department of Crown Lands for the year 1892.

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			
BUREAU OF MINES.			
Blue, A., salary.....	2,500 00		
Gibson, T. W., salary	1,300 00		
Slaght, A., salary	750 00	4,550 00	
Blue, A., travelling expenses.....	309 90		
Gibson, T. W., travelling expenses	5 00		
Slaght, A.,	446 01	760 91	
Printing and binding.....	390 08		
Books	77 66		
Postage and telegraphing.....	210 06		
Advertising	100 00		
Subscriptions	73 00	850 80	
Refunds.....			6,161 71
Colonization Roads			17,492 64
Surveys.....			105,574 25
Board of Surveyors			43,226 75
			350 00
<i>Timber Sale:</i>			
Advertising		3,343 20	
Auctioneer's fees.....		700 00	
			4,043 20
CONTINGENCIES.			
Printing and binding.....	1,715 42		
Stationery.....	1,702 05	3,417 47	
Postage and telegraphing		1,519 42	
Subscriptions and advertising.....		793 46	
Acting Housekeeper and Messenger	500 00		
Messenger.....	240 00		
Night Watchman.....	500 00		
Fireman.....	313 50	1,553 50	
Extra Clerk's services in making Parliamentary Returns.....		1,385 39	
Sundries		370 86	
			9,040 10
			274,206 33

D. GEO. ROSS,
Accountant.AUBREY WHITE,
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1892.

APPENDIX 7.

WOODS AND FORESTS.

Statement of Revenue collected during the year ending 31st December, 1892.

	\$ c.	\$ c.
Amount of Western District, collections at Department	1,795,501 83	
“ “ “ Quebec	59,035 85	
		1,834,537 68
Amount of Belleville collections.....	93,352 09	
		93,352 09
Amount of Ottawa collections	225,126 80	
“ “ “ at Quebec.....	21,574 81	
		246,701 61
Total		2,174,591 38

AUBREY WHITE,
Assistant Commissioner.

J. A. G. CROZIER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1892.

APPENDIX

WOODS AND

Statement of Timber and Amounts accrued from Timber Dues, Ground

Agencies.	QUANTITIES AND						
	Area covered by Timber Licenses.	Saw Logs.				Boom and	
		Pine.		Other.		Pine.	
		Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
Western Timber District.	6,401	4,640,646	411,069,111	28,825	1,136,046	151,533	27,793,974
Belleville Timber District	1,435	670,794	69,649,772	66,725	3,494,730	21,157	5,194,038
Ottawa Timber District..	5,051	1,113,035	125,471,239	14,865	968,578	56,460	9,309,73
Total	12,887	6,424,475	606,190,122	110,415	5,599,354	229,150	42,297,750

GENERAL STATEMENT OF

Agencies.	Square Timber.				Lineal feet Cedar.		Cordwood.		Pulp Wood.
	Tamarac.		Hemlock.						
	Pieces.	Feet.	Pcs.	Feet.	Pieces.	Feet.	Hard Cords.	Soft Cords.	Cords.
Western Timber District.						106,302	14,149	54,092	6,688
Belleville Timber District	154	5,114	1,285	53,424		139,198	238	283	
Ottawa Timber District..						80,932	214	931	856
Total	154	5,114	1,285	53,424		326,432	14,601	55,306	7,544

J. A. G. CROZIER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1892.

No. 8.

FORESTS.

Rent and Bonus during the year ending 31st December, 1892.

DESCRIPTION OF TIMBER.

Dimension Timber.		Square Timber.							
Other.		White Pine.		Red Pine.		Birch, Ash and Elm.		Oak.	
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
2,629	281,890	54,541	2,869,771	300	12,257	{ B 323 A 12 B 64 E 7 A 14	{ 11,422 453 1,253 253 257	124	1,953
1,273	216,834	1,749	70,170						
17,342	1,703,259	17,274	901,912	128	5,209	A 8	343		
21,244	2,206,983	73,564	3,841,853	428	17,466	{ A 34 B 387 E 7	{ 1,053 12,675 253	124	1,953

TIMBER, ETC.—Continued.

Tan Bark.	Railway Ties.	Posts.	Shingle Bolts.	Telegraph Poles.	Traverses.	Stave Bolts.	Amounts Accrued.				
							Interest Trespass, etc.	Timber Dues.	Bonus.	Ground Rent.	Total.
C'rds.	Pieces.	C'rds.	C'rds.	Pcs.	Pcs.	C'rds.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
....	522,718	480	6,749	45	.....	706	16,104 72	532,774 54	1,305,853 86	31,598 50	1,886,331 62
9	33,876	1,454	2	231	.....	.....	902 85	80,870 11	.....	5,589 75	87,362 71
....	72,304	171.	12	.....	3,779	.....	2,935 14	154,338 15	3,407 05	21,418 00	182,098 34
II	628,898	2,105	6,763	276	3,779	706	19,942 71	767,982 80	1,309,260 91	58,606 25	2,155,792 6

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 9.

Return of the number of locatees and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of the settlement duties, and of patents issued under the "Free Grants and Homestead Act" during the year 1892.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots of which have been cancelled.	Number of patents issued.
Baxter	Muskoka	Wm. Kirk, Bracebridge.	1	199	.....	.....	.....	1
Brunel .....			.....	.....	.....	.....	.....	4
Chaffey			6	697	.....	.....	1	6
Draper			4	364	.....	.....	5	1
Franklin			7	698	3	152	4	.....
Macaulay			1	100	.....	.....	4	.....
Medora			7	1,122	4	237	10	1
Monck			1	200	.....	.....	2	4
Morrison			6	823	.....	.....	6	2
Muskoka			7	674	.....	.....	4	3
McLean			6	902	.....	.....	4	2
Oakley			10	1,627	.....	.....	8	3
Ridout			8	1,046	.....	.....	11	4
Ryde .....			.....	.....	.....	.....	9	.....
Sinclair			10	1,416	1	2	3	1
Sherborne			1	89	.....	.....	.....	8
Stephenson			3	301	.....	.....	3	.....
Stisted			2	396	.....	.....	.....	.....
Watt			8	1,139	2	256	15	5
Wood			15	2,102	2	126	20	.....
Cardwell	Parry Sound	Mrs. T. Mackay, Parry Sound.	4	500	.....	.....	4	3
Carling			4	646	.....	.....	6	1
Christie			1	200	.....	.....	.....	1
Ferguson			3	381	.....	.....	7	3
Foley			1	200	.....	.....	2	.....
Hagerman .....			.....	.....	1	3	.....	3
Humphry			8	774	1	2	6	1
Monteth			1	100	.....	.....	1	1
McConkey .....			.....	.....	.....	.....	.....	3
McDougal			1	147	1	8	1	.....
McKenzie			1	155	.....	.....	.....	3
McKellar .....			.....	.....	1	18	.....	1
Shawanaga			4	620	.....	.....	6	2
Wilson .....			.....	.....	.....	.....	.....	.....

Chapman.....	3	499	124	4	8
Croft.....	2	280	24	6	3
Perrie.....	1	195	.....	.....	1
Gurd.....	7	1,093	.....	4	9
Lount.....	.....	.....	.....	.....	5
Macfar.....	3	398	.....	8	4
Mills.....	3	518	.....	4	.....
Pringle.....	.....	.....	.....	.....	10
Ryerson.....	3	400	25	7	4
Spence.....	2	250	.....	2	6
Strong.....	5	607	.....	6	.....
Arnour.....	3	230	.....	.....	2
Bethune.....	3	436	8	4	1
Joly.....	1	100	.....	8	4
McMurrich.....	1	100	.....	3	4
Perry.....	3	311	.....	5	4
Proudfoot.....	4	491	.....	1	1
Hardy.....	1	300	.....	.....	1
Hinsworth.....	9	1,389	.....	6	5
Laurier.....	16	2,701	285	16	2
Nipissing.....	1	165	.....	2	3
Patterson.....	2	297	.....	.....	.....
Anson.....	1	200	.....	1	1
Glamorgan.....	8	923	.....	8	3
Hindon.....	.....	.....	.....	.....	.....
Lutterworth.....	2	200	.....	1	2
Minden.....	7	675	.....	9	1
Stanhope.....	1	98	.....	1	1
Snowdon.....	2	200	.....	4	4
Anstruther.....	3	300	.....	3	1
Chandos.....	4	418	.....	2	3
Cardiff.....	4	412	6	1	4
Monmouth.....	4	600	.....	5	.....
Peterborough.....	4	591	.....	.....	.....
do.....	11	1,230	.....	5	3
Galway.....	2	303	3	2	3
Bangor.....	.....	.....	.....	.....	.....
McClure.....	.....	.....	.....	.....	.....
Wicklow.....	.....	.....	.....	.....	.....
Carlow.....	.....	.....	.....	.....	.....
Cashel.....	.....	.....	.....	.....	.....
Dungannon.....	4	394	45	3	6
Faraday.....	11	1,421	.....	12	6
Herschel.....	9	1,133	.....	8	3
Limerick.....	6	678	.....	6	2
Mayo.....	.....	.....	.....	.....	.....
Monteagle.....	7	1,124	.....	2	4
Wollaston.....	2	199	.....	4	4
S. G. Best, Meganetawan.....					
Parry Sound.....	3	398	.....	.....	.....
Mills.....	3	518	.....	.....	.....
Strong.....	3	400	25	7	10
Spence.....	2	250	.....	2	4
Arnour.....	5	607	.....	6	6
Bethune.....	3	230	.....	.....	2
Joly.....	3	436	8	4	1
McMurrich.....	1	100	.....	8	4
Perry.....	1	100	.....	3	2
Proudfoot.....	3	311	.....	3	4
Hardy.....	4	491	.....	5	4
Hinsworth.....	1	300	.....	1	1
Laurier.....	9	1,389	.....	.....	1
Laurier.....	16	2,701	.....	6	5
Nipissing.....	1	165	.....	2	2
Patterson.....	2	297	.....	2	3
Anson.....	1	200	.....	1	1
Glamorgan.....	8	923	.....	8	3
Hindon.....	.....	.....	.....	.....	.....
Lutterworth.....	2	200	.....	1	2
Minden.....	7	675	.....	9	1
Stanhope.....	1	98	.....	1	1
Snowdon.....	2	200	.....	4	4
Anstruther.....	3	300	.....	3	1
Chandos.....	4	418	.....	2	3
Cardiff.....	4	412	6	1	4
Monmouth.....	4	600	.....	5	.....
Peterborough.....	4	591	.....	.....	.....
do.....	11	1,230	.....	5	3
Galway.....	2	303	3	2	3
Bangor.....	.....	.....	.....	.....	.....
McClure.....	.....	.....	.....	.....	.....
Wicklow.....	.....	.....	.....	.....	.....
Carlow.....	.....	.....	.....	.....	.....
Cashel.....	.....	.....	.....	.....	.....
Dungannon.....	4	394	45	3	6
Faraday.....	11	1,421	.....	12	6
Herschel.....	9	1,133	.....	8	3
Limerick.....	6	678	.....	6	2
Mayo.....	.....	.....	.....	.....	.....
Monteagle.....	7	1,124	.....	2	4
Wollaston.....	2	199	.....	4	4
E. Handy, Emsdale.....					
Parry Sound.....	1	.....	.....	.....	.....
Mills.....	.....	.....	.....	.....	.....
Strong.....	.....	.....	.....	.....	.....
Spence.....	.....	.....	.....	.....	.....
Arnour.....	.....	.....	.....	.....	.....
Bethune.....	.....	.....	.....	.....	.....
Joly.....	.....	.....	.....	.....	.....
McMurrich.....	.....	.....	.....	.....	.....
Perry.....	.....	.....	.....	.....	.....
Proudfoot.....	.....	.....	.....	.....	.....
Hardy.....	.....	.....	.....	.....	.....
Hinsworth.....	.....	.....	.....	.....	.....
Laurier.....	.....	.....	.....	.....	.....
Laurier.....	.....	.....	.....	.....	.....
Nipissing.....	.....	.....	.....	.....	.....
Patterson.....	.....	.....	.....	.....	.....
Anson.....	.....	.....	.....	.....	.....
Glamorgan.....	.....	.....	.....	.....	.....
Hindon.....	.....	.....	.....	.....	.....
Lutterworth.....	.....	.....	.....	.....	.....
Minden.....	.....	.....	.....	.....	.....
Stanhope.....	.....	.....	.....	.....	.....
Snowdon.....	.....	.....	.....	.....	.....
Anstruther.....	.....	.....	.....	.....	.....
Chandos.....	.....	.....	.....	.....	.....
Cardiff.....	.....	.....	.....	.....	.....
Monmouth.....	.....	.....	.....	.....	.....
Peterborough.....	.....	.....	.....	.....	.....
do.....	.....	.....	.....	.....	.....
Galway.....	.....	.....	.....	.....	.....
Bangor.....	.....	.....	.....	.....	.....
McClure.....	.....	.....	.....	.....	.....
Wicklow.....	.....	.....	.....	.....	.....
Carlow.....	.....	.....	.....	.....	.....
Cashel.....	.....	.....	.....	.....	.....
Dungannon.....	.....	.....	.....	.....	.....
Faraday.....	.....	.....	.....	.....	.....
Herschel.....
Limerick.....
Mayo.....
Monteagle.....
Wollaston.....
J. R. Tait, L'Amable.....					
Hastings.....	1	394	45	3	6
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APPENDIX No. 9.—Continued.

Return of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots the locations of which have been cancelled.	Number of patents issued.
Abinger	Addington.....	G. W. Dawson, Plevna.....	1	96	...	...	...	...
Denbigh	do		1	204	1	4	2	7
Canonto, South	Frontenac .....		...	...	...	...	...	2
do	do .....		...	...	...	...	...	...
Clarendon	do		3	252	...	...	...	11
do	do		2	399	...	...	4	2
Miller	do	James Reeves, Eganville.....	...	...	...	...	...	3
Palmerston.....	do .....		...	...	...	...	...	...
Algona, North.....	do		1	200	...	...	...	...
do South.....	do		13	1,501	...	...	...	1
Brougham.....	Renfrew.....		1	42	...	...	...	2
Grattan.....	do		2	200	...	...	...	7
Hagarty	do	John Whelan, Brudenell.....	...	...	...	...	...	3
Richards	do		1	100	...	...	...	...
Wilberforce.....	do .....		...	...	...	...	...	7
Brudenell.....	do		1	150	...	...	5	2
Griffith	do		2	150	...	...	1	1
Lyndoch.....	do .....		...	...	...	...	2	1
Matawachan	Renfrew... ..	James Stewart, Pembroke.....	...	...	...	...	...	2
Radcliffe	do		4	400	...	...	2	1
Raglan	do		2	229	...	...	4	11
Sebastopol	do		2	300	1	200	3	7
Sherwood.....	do		5	517	1	9	3	4
Alice.....	do		4	530	1	100	3	4
Buchanan	do	James Stewart, Pembroke.....	2	181	...	...	1	1
Fraser	do		2	400	...	...	...	...
Head.....	do .....		...	...	...	...	...	...
Maria	do .....		...	...	...	...	...	...
McKay	do		1	198	2	198	...	10
Petewawa.....	do		1	79	...	...	...	...
Rolph	do	Cameron	1	86	...	...	...	1
Wylie	do .....		...	...	...	...	...	...

APPENDIX No. 10.

FISHERY OVERSEERS,

UNDER THE ONTARIO FISHERIES ACT.

Name.	District.	Post Office Address.	Salary.
John H. Willmott	Muskoka District	Beaumaris	\$50 per annum.
Francis James Moore	Peterborough, Victoria and Haliburton.	Lakefield	75 "
Norman Clark	Lanark and parts of Frontenac and Addington	Mississippi Station	50 "
John T. Little	Part of Algoma District	Iron Bridge	50 "
Samuel Robert McKewen	Manitoulin Island.	Tehkummah.	50 "
Benjamin McDermott	Parry Sound	Sundridge	50 "
Robert R. Smith	Renfrew County.	Eganville	50 "
William McKirdy	River and Lake Nepigon and tributaries	Nepigon	50 "
Joseph Whalen	Thunder Bay District	Port Arthur.	.....
John Emmons	Rainy River District	Rat Portage.	50 "
John A. Johnson	Parts of Parry Sound and Muskoka	Parry Sound	200 "
Justus B. Smith	Charleston Lake.	Charleston	.....
Peter McCann	Thames River and Waters' tributary	London	50 "
S. A. Huntington	Lake Nipissing, etc	North Bay	100 "
H. K. Smith	Hastings County	Belleville	.....
Duncan Bole	Algoma District.	Sault Ste. Marie	100 "
Lester Sly	Parts of Frontenac and Leeds	Morton	50 "
George Bilton	Parts of Frontenac and Leeds	Newborough.	50 "
A. E. Sliter	Gananoque River and Lakes.	Morton	50 "

A. KIRKWOOD.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1892.

APPENDIX No. 11.

Statement of the number of letters received and mailed by the Department in 1890, 1891 and 1892.

Years.	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.	Totals.	Names indexed.	Enclosures.	Orders in Council.	Returned Letters.	Mailed from Department.
1890	6,954	1,444	2,486	4,272	2,679	17,837	24,000	34,000	24	25	21,022
1891	7,068	929	2,432	5,862	2,086	18,385	24,600	34,600	51	16	28,292
1892	6,649	1,014	2,558	6,389	1,721	18,331	24,000	34,600	53	16	28,988

AUBREY WHITE,
Assistant Commissioner.

CHARLES S. JONES,
Registrar.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1892.

APPENDIX No. 12.

Statement of Municipal Surveys confirmed during the year 1892.

No.	Name of Surveyor.	No.	Date of instruction.	Description of Survey.	Date when confirmed.
1	William M. Davis	573	19th June, 1891	To survey the road allowance between the 2nd and third concessions of the township of Dunwich, opposite lots numbers 13 and 14, and to mark the same by stone or iron monuments	6th October, 1892.
2	John Stewart	584	7th September, 1892	To survey portions of the 3rd and 4th concession line, Rideau front of the township of Nepean, from base line between the Ottawa and Rideau fronts, southerly to lot number 22, or wherever the concession line can be found, and from lot number 15 southerly to the town line, and to mark the road allowance between said concessions by permanent stone or iron boundaries	10th December, 1892.

AUBREY WHITE,
Assistant Commissioner.

GEORGE B. KIRKPATRICK,
Director of Surveys.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st 1892.

APPENDIX No. 13.

Statement of Municipal Surveys for which instructions were issued during the year 1892.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	John H. Moore.....	577	4th February, 1892	To survey that part of concession line between the 4th and 5th concessions of the township of Montague, from the original post at lots 2 and 3, westerly to the nearest point where the concession line can be established, and to mark the same by permanent stone or iron monuments.....	.....
2	Chas. E. Fitton.....	578	8th April, 1892	To survey the road allowance between the north halves of lots numbers 15 and 16th in the 9th concession of the township of Flos, and to plant stone or iron monuments to define each side of said road allowance.....	.....
3	F. W. Wilkins	579	30th May, 1892	To survey the concession lines and side road lines or other original allowances for road upon, through or adjoining lots numbers 13, 14 and 15 in the 11th concession of the township of North Monaghan, and to mark the same by permanent stone or iron monuments.....	.....
4	John H. Moore.....	580	4th August, 1892	To survey the boundary line between the townships of Ramsay and Packenham, across the 9th concession, and to plant permanent stone or other durable monuments at the east and west ends of said concession in said township, and such other portions of said boundary as may be necessary.....	.....
5	Isaac Traynor	581	4th August, 1892	To survey lots numbers 26 and 27 in the 21st and 22nd concessions of the township of Egremont, and to plant stone or other permanent monuments at the front and rear ends of the limits of said lots in said concessions .....	.....
6	C. A. Biggar	582	4th August, 1892	To survey the line between the 11th and 12th concessions of the township of Winchester, and to mark said line by permanent stone or iron monuments .....	.....

APPENDIX No. 13.—*Concluded.*

Statement of Municipal Surveys for which instructions were issued during the year 1892.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
7	Jas. W. Tyrrell.....	583	4th August, 1892	To survey the boundary line on the south end of block number 2, in the 3rd concession of the township of Binbrook, and to plant permanent stone or iron monuments	
8	John Stewart.....	584	7th September, 1892 ...	To survey portions of the 3rd and 4th concession line, Rideau front, of the township of Nepean, from base line between the Ottawa and Rideau fronts, southerly to lot number 22 or wherever the concession line can be found, and from lot number 15 southerly to the town line, and to mark the road allowance between said concessions by permanent stone or iron boundaries	10th December, 1892.
9	D. R. Brown	585	28th September, 1892 ..	To survey the road allowance between concessions 11 and 12 in the township of Finch, from the western boundary of said township across lots numbers 1, 2 and 3 to an established post between lots 3 and 4 in the 12th concession, and to mark the road allowance on each side thereof by permanent stone or iron monuments.....	

AUBREY WHITE,
Assistant Commissioner.

GEORGE B. KIRKPATRICK,
Director of Surveys.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1892.

APPENDIX No. 14.

Statement of Crown Lands Surveys completed and closed during the year 1892.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount paid.	No. of acres.
1	May 19, 1891.	Alex. Niven	Base and Meridian lines in District of Rainy River	\$880 00	
2	May 26, "	J. W. Fitzgerald	Township of Clarence	436 76	57,668
3	June 18, "	H. R. Melvay	" Basiedo	580 44	28,292
4	" 18, "	D. L. Sanderson	" Dunlop	893 48	22,764
5	" 18, "	E. J. Ramboth	" Vernon	601 11	22,873
6	" 18, "	J. S. Laird	" Gorham	609 11	37,273
7	" 18, "	B. J. Saunders	" Ware	814 28	40,204
8	July 10, "	Elihu Stewart	Certain parts of township outlines in the District of Algoma	34 85	
9	August 31, "	H. B. Proudfoot	Re-survey of part of the town plot of Alorton	173 96	
10	September 3, "	Jas. Dickson	Inspection of surveys, 1891.	314 91	
11	January 14, 1892	H. B. Proudfoot	Survey of lakes in Thunder Bay district	2,435 17	
12	May 23, "	Alex. Niven	" base and meridian lines, Rainy River district	4,120 00	
13	May 26, "	Jas. W. Fitzgerald	" Township of Master	4,189 71	59,853
14	June 3, "	T. B. Speight	" Bigelow	1,599 08	22,844
15	" 20, "	Elihu Stewart	" Falconbridge	1,612 24	23,032
16	" 20, "	" "	" Maclellan	1,593 48	22,764
17	" 20, "	" "	" Street	1,621 62	23,166
18	" 20, "	James Warren	" Scudling	1,589 49	22,707
19	" 20, "	Davis & Griffin	Parts of township outlines along C. P. R. in Algoma district	1,700 00	
20	" 20, "	John McAree	Township of McLaren	1,628 83	23,269
21	" 26, "	Alex. Baird	" Gough	1,640 45	33,435
22	" 28, "	Lewis Bolton	" Thistle	1,983 59	28,337
23	July 5, "	W. R. Burke	Survey of timber berths 28, 29, 36, 37, 66, 137, 136, 143, and Proctor	1,641 26	
24	" 5, "	Edmund Seager	Surveys near Rat Portage	315 52	
25	" 4, "	Wm. Galbraith	Timber berths, Humboldt, Carlyle and Goschen, and Block A. at N. Wangle, of Finlayson	1,360 13	
26		J. F. Whiston	Timber berth at Pogamasing Lake	95 70	
27		H. B. Proudfoot	Survey of height of land between Wabigoon and Turtle Lakes	70 05	
28		A. Niven	" certain section lines in Morley	110 98	
29		S. Malcolm	Valuation of lands at Pointe aux Pins	285 25	
30		M. J. Butler	Expenses re Kennebec survey	22 50	
31		F. L. Foster	Preparing sketch of channel, St. Clair River	£ 00	
32		G. B. Kirkpatrick	Expenses re investigation Rainy River claims at Rat Portage	293 50	
33		" "	Drawing maps	1,200 00	
34		J. F. Whiston	Toronto Lithographic Co., printing maps	1,451 50	
35		" "	The Copp Clark Co., printing maps to accompany report of Bureau of Mines	1,182 35	
				\$38,086 24	468,481

GEORGE B. KIRKPATRICK, Director of Surveys.

AUBREY WHITE, Assistant Commissioner.

DEPARTMENT OF CROWN LANDS, TORONTO, 31st December, 1892.

APPENDIX No. 15.

Statement of Crown Lands Surveys in progress and amounts advanced up to date, during the year 1892.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount advanced.
1	June 27, 1892	B. J. Saunders	Township of Booth.....	\$ c. 2,000 00
2	July 4, "	H. B. Proudfoot	" Spohn	1,800 00
3	October 11, "	Jas. Dickson	Inspection of surveys, 1892	800 00
4	"	"	Expenses <i>re</i> Forest and Park reservation	130 00
5	"	"	Copp Clark & Co., on account printing maps	400 00
				5,130 00

GEORGE B. KIRKPATRICK,
Director of Surveys.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1892.

APPENDIX No. 16.

Statement of Mineral Lands which have been patented in unsurveyed territory in the districts of Thunder Bay, Algoma, and Nipissing during the year 1892.

No.	No. of Description.	Patentees.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
1	2962	A. M. Stearne & Geo. Weatherby . . .	Mining location R. 621 east coast of Black Bay, Lake Superior.	150	\$ c. 300 00	22nd January, 1892.
2	2972	G. Smith, H. B. Poulton, C. G. Richardson and Jas. S. Lockie . . .	{ " " McA 2, on Rabbit Lake, east of Lake Wahnapitae.	41	82 00	11th March, 1892.
3	2976	Benjamin W. Folger	W 230, W 231, W 232, south of township of Moss	244	488 00	9th May, 1892.
4	2977	Christopher Crites	R J 2, east of Proudfoot's meridian line, Nipissing	40	100 00	2nd June, 1892.
5	2978	William K. Moore	W D 19, east of Proudfoot's meridian line, Nipissing	40	100 00	2nd June, 1892.
6	2983	G. T. Ware & C. H. Werner	95x125x126x north of Arrow Lake	762	1,524 00	6th July, 1892.
7	2983½	R. H. Cooke	West ½ of 66E, north of Schrieber Station	40	120 00	15th September, 1892.
8	2987	N. Palanquin	W D 43, Mataganasing Lake, east of Wahnapitae Lake	26	66 00	1st November, 1892.
9	2988	B. G. Hamilton	R 499, R 490, R 509, on Mattawin River, west of Conmee	287	574 00	1st November, 1892.
10	2989	G. W. Shaw	R 523, R 524, R 525, south of Lybster	160	480 00	1st November, 1892.
11	2991	A. Charlebois & A. Mondoux	W. R. 34, W. R. 35, east of the township of Scadding	76	190 00	31st October, 1892.
12	2992	G. E. Ollerhead	R 479, on Mattawin River, west of township of Conmee	82	164 00	31st October, 1892.
13	2993	H. Blain & A. B. Lee	171x, Gun Flint Lake	182	546 00	5th November, 1892.
14	2994	Ferdinand Perras	W R 40, east of Boland Lake, east of Wahnapitae Lake	18	45 00	5th November, 1892.
				2148	4,778 00	

AUBREY WHITE,
Assistant Commissioner.

GEORGE B. KIRKPATRICK,
Director of Surveys,
DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1892.

APPENDIX NO. 17.

Statement of Lands which have been patented in unsurveyed territory in the District of Rainy River, during the year 1892.

No.	No. of Description.	Patentees.	Designation of Land.	Acres.	Amount.	Date of Patent.
					\$ c.	
1	151	D. C. Cameron & H. W. Kennedy....	Mill location at Norman	33	330 00	8th January, 1892.
2	152	J. W. Brereton	155p on Coney Island, Lake of the Woods.....	1	10 00	" " "
3	153	Joseph LaCourse	371p east of Rat Portage.....	10	20 00	" " "
4	154	Margaret Gregg	Grigg location at Keewatin	2	20 00	6th " "
5	155	Andrew Simpson	Simpson location, north of C. P. R. track, Keewatin.....	1	10 00	22nd " "
6	156	A. Benson & Geo. Swanson	372p east of Indian Reserve 38b, Lake of the Woods	34	136 00	21st " "
7	157	Charles S. Morris	X33 Pine Portage Bay,	80	160 00	3rd February, " "
8	158	Dumas Harrison	369p east of Western Lumber Coy's location, Rat Portage	3	15 00	9th " "
9	159	A. H. Feghly	367p	1	5 00	15th " "
10	160	John Mathier	358p, an Island in Portage Bay, Keewatin	4	20 00	16th " "
11	161	Thos. L. Peters	363p, 364p west of Treaty Island, Lake of the Woods	2	13 00	27th " "
12	162	H. W. Kobold	368p east of Western Lumber Coy's location, Rat Portage.....	7	35 00	29th " "
13	163	W. R. Dick & M. Banning.....	52p, 52pa, 54p islands west of Coney Island	45	230 00	15th " "
14	164	Geo. Drewry	270p, an island, east of Coney Island	2	10 00	15th " "
15	165	John P. Donnelly & J. W. Cousins	K 65 an island west of Yellow Girl Point, Lake of the Woods.....	49	98 00	14th " "
16	166	J. C. McKay & B. M. Fitzgerald	K 1 near Pipestone point,	27	55 00	11th April, " "
17	168	J. Galt, G. W. Allan & A. M. Nanton	K 129 an island s w of Bare point,	49	245 00	16th " "
18	169	A. Nelson & E. Seager	272p, 272pa islands in Pine Portage Bay,	2	40 00	13th " "
19	171	James Fraser	Fraser's location, north of C. P. R. track, Keewatin.....	1	12 00	11th May, " "
20	172	F. M. Fortier	361p, 362p islands south of Coney Island, Lake of the Woods.....	1	13 00	10th " "
21	173	Lake of the Woods Milling Co.	200p, 200pa, 200pb, 200pc Keewatin.....	12	120 00	10th " "
22	174	F. Campbell	K9 south-east of Rat Portage	89	50 00	23rd June " "
23	175	James R. Waghorn	55p, 56p, islands south-west and west of Coney Island.....	7	40 00	23rd " "
24	176	S. S. Scovil	352p on easterly side of Coney Island, Lake of the Woods.....	3	30 00	24th " "
25	177	H. H. Beck	74p, an island west of the Devil's Gap,	3	15 00	22nd " "
26	178	Keewatin Lumbering and Manfg. Co.	Two blocks of land on the northerly side of Coney Island, Lake of the Wood	13	58 00	" " "
27	179	H. S. Wesbrook	359p on north side of Coney Island, Lake of the Woods	3	30 00	22nd " "
28	180	H. H. Beck	36p, an inland west of the Devil's Gap,	3	5 00	22nd " "
29	181	F. L. Patton	K131, an island south-west of Bare Point,	8	50 00	22nd " "
30	182	John H. Webster	73p, an island west of Devil's Gap,	4	25 00	21st " "
31	183	E. O. Biggs	370p on easterly side of Coney Island,	1	80 00	24th " "
32	184	W. A. Black	69p, an island south-west of Coney Island,	23	115 00	21st " "
33	185	John P. Larku & H. Wright	375p, an island west of Devil's Gap,	2	11 00	21st " "
34	186	William Fenn	53p, an island west of Coney Island,	1	6 00	21st " "
35	187	F. M. Wade	K145, or Keewatin Island,	3	15 00	30th " "

APPENDIX No. 17.—*Conclu ed.*

Statement of Lands which have been patented in unsurveyed territory in the District of Rainy River, during the year, 1892.

No. Patentees.	Patentees.	Designation of Land.	Acres.	Amount.	Date of Patent.
85	239	E. Gibbins and H. Rideout		\$ c.	30th December, 1892.
86	240	E. Gibbins	5	10 00	30th
87	241	E. Gibbins	29	58 00	30th
88	242	E. Gibbins and Geo. Heenan	22	45 00	30th
89	243	Essie Gibbins	50-100	20 00	30th
90	244	J. M. Savage	10	32 50	30th
91	245	Geo. Swanson and A. Benson	6	120 00	30th
		395r, south of Rossland Station	40		30th
		K153, K154, K155 and K156, on Breakneck Lake, east of Rat Portage	108	324 00	30th
		147r, or Minnesabic Island, Lake of the Woods			
		F18, an island in Bigstone Bay, "			
		Copper Island, "			
		10K1, 10K2, islands in Bigstone Bay, Lake of the Woods			
		413r, part of an island north of Devil's Gap, "			
		395r, south of Rossland Station			
		K153, K154, K155 and K156, on Breakneck Lake, east of Rat Portage			
			1,752 6-100	\$7,058 75	

GEORGE B. KIRKPATRIOK,
Director of Surveys.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1892.

APPENDIX No. 18.

STATEMENT of Patents, etc., issued by the Patents Branch during the year 1892.

	Number.
Crown Lands.....	270
School ".....	68
Mining ".....	37
Public " (late clergy reserves).....	33
Free Grants Lands, A. A.	64
" " " (under Act of 1880).....	250
Rainy River ".....	98
Licenses of occupation.....	2
Leases—Mining.....	95
" Crown.....	2
Total.....	919

JOHN M. GRANT,
Chief Clerk.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1892.

(Appendix No. 19.)

TOWNSHIP OF SCADDING.

DISTRICT OF NIPISSING.

WOODSTOCK, ONTARIO,
December 31st, 1892.

SIR.—We have the honor to report, that in accordance with your instructions, dated June 20th, 1892, to survey the township of Scadding, in the district of Nipissing, into lots of three hundred and twenty acres each; we proceeded to that township, and began the survey thereof on July 14th.

We left Wahnapiatae Station on the Canadian Pacific Railway, with a party of fourteen men all told, and went by way of the Wahnapiatae River, making seven short portages before reaching the township of Scadding and made our first camp on Moose island just above the southern boundary.

We began the survey at the south-east angle of the township, at a Tamarac post, marked XL. on the west side, and XXXII. on the east side, and retraced and rechaind the line run by P. L. Surveyor Bell, in the year 1885, for the front of the first concession, making each lot forty chains in width, except lot twelve which is forty-six chains fifty-three links wide, the south-west angle of the township being at the Tamarac post described in P. L. S. Bell's notes, and on the projected plan.

The variation of the magnetic needle not being uniform, the compass was generally unreliable, the lines were therefore run by the transit or solar compass.

Through an error in the use of the transit the line in front of the lots nine, ten, eleven and twelve, concession three, was run on a wrong bearing, and was run over again, as shown in the field notes.

The township is well timbered, except the parts overrun by fire, which are grown up with a thick undergrowth of birch, red pine, poplar, etc., the largest being three or four inches in diameter. In the south half of the township most of the good pine has been cut, but in the north half there is a great amount of valuable pine timber standing, especially in the eastern portion of it. This could be got to Wahnapiatae Lake without great difficulty.

In the south half of the township, our work was facilitated by a number of roads constructed by the Georgian Bay Lumber Company. The chief of these are shown on the plan, and in the field notes.

The soil in the whole of the township is shallow and stony, and unfit for agriculture, but a number of mining locations have been taken up.

Being compelled by urgent private affairs, to return to Woodstock, before completing the survey, Mr. W. R. Burke, O. L. Surveyor was, with your permission employed by us to run the lines in the sixth concession, and to do most of the traversing, which he did in November, part of the traversing being done on the ice as shown in the field notes.

The distances in the survey of the lakes and river were measured with the micrometer.

We have the honor to be, Sir,
Your obedient servants,

(Sgd) DAVIS & GRIFFIN,
Ontario Land Surveyors.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 20.)

TOWNSHIP OF STREET.

DISTRICT OF NIPISSING,

WALKERTON, December 6th, 1892.

SIR,—I have the honor to submit the following report of the survey of the township of Street, in the district of Nipissing, in accordance with instructions from your Department, dated 20th June, 1892.

Proceeding to Markstay Station by the Canadian Pacific Railway, I followed the railway to the east boundary of the township of Awrey, thence north along this boundary to a pine post planted by Ontario Land Surveyor A. Niven at the north-east angle of said township of Awrey; and here commenced my survey at the south-east angle of the township of Street.

I retraced the north boundary of Awrey for the front of my first concession, marking and planting lot posts at every half mile until I reached the south-west angle of my township where a cedar post marks the intersection of the four adjoining townships.

Returning to the south-east angle of Street, I ran due north astronomically to the front of concession six and from this point deflected to east to connect with the tamarac post planted by P. L. S. Wm. Bell to mark the north-east angle of the township of Street. This deflection was made necessary by a surplus in length of the north boundary of Street as previously surveyed.

From the south and east boundaries I then ran the several side lines and concession lines due north and west respectively as per instructions, taking frequent astronomical observations to secure accuracy.

A very small percentage of the whole area may be termed good farm land, the more desirable part for such purposes being to the west of Wahnapiatae River and along the valley of Timmins' Creek, the latter containing some tolerably good wild hay or grazing lands.

In the western part the rock is less exposed by reason of a considerable growth of timber. The soil in the valleys consists chiefly of clay loam, but with no large area in any one place.

The eastern part of the township is much broken by low, rocky ridges with occasional patches of swamp and beaver meadow, which may at some time be utilized for grazing lands.

The western half of the township is well timbered with white and red pine, spruce, birch, maple, jack pine, balsam and poplar; the greater portion of good pine being on lots eight, nine, ten and eleven, in concession five and lots seven, eight, nine, ten and eleven, concession six. Brule about ten or fifteen years old covers the eastern half, the second growth thereon consists of poplar, birch and jack-pine, with here and there, a dead tree of the original pine.

The township is well watered by the Wahnapiatae River, Timmins' Creek and numerous springs.

The Wahnapiatae River is a fine stream for lumbering purposes, having an average width of two to three chains. Upon this stream on lot nine, concession two there are two falls, well adapted for mill sites. Timmins' Creek, in the north-east part of the township has an average width of about twenty-five links and a depth of two feet. Two miles of this stream were at one time used for driving logs.

The rock in this township is granite and no minerals of value were observed, though the magnetic variation was very irregular—the average I found to be north six degrees and thirty minutes west.

Moose, red deer and beaver were numerous; smaller game, such as rabbits and partridge also abounded. We found scarcely any fish in the Wahnapiatae River.

Herewith I submit plans, field notes of survey with timber plan.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) JAMES WARREN,

Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 21).

TOWNSHIP OF MACLENNAN.

DISTRICT OF NIPISSING.

COLLINGWOOD, ONTARIO,
December 8th, 1892.

SIR.—I have the honor to submit the following report of the survey of the township of Maclennan, in the district of Nipissing, surveyed by me under instructions from your Department, dated June 20th, 1892.

The survey was made during the months of September and October.

I commenced my survey at the south-east angle of the township, at a tamarac post, planted by P. L. S. W. Bell, in 1885. This point is also at the corners of the townships of Scadding, Street and Falconbridge, the last of which I had just finished subdividing. I retraced westerly, from my starting point the line run by O. L. S. McEvoy in 1886 as the front of my first concession, planting lot posts at regular intervals of forty chains thereon until I reached the south-west angle of the township, where a cedar post had been planted, marked XLVIII. on the east side, and LVI. on the west side. I then ran northerly from my place of beginning on a bearing of N. $0^{\circ} 22'$ W. till I met a cedar post planted by O. L. S. McEvoy in 1888 marked VI. M. on the north boundary of the south half of timber berth 49. I ascertained that the last named bearing would intersect the said VI. M. post by previously running the side line between lots two and three, due north from the south boundary of the township to the said north boundary of the south half of timber berth 49, and ascertaining by chaining on these two boundaries the difference in longitude between the above mentioned posts. The east boundary of the township from the said VI. M. post north, to its termination at Lake Wahnapiatae was run on a due-north course. I retraced that portion of my west boundary run by O. L. S. McEvoy in his survey of the outlines of the south half of the above mentioned berth as well as his north boundary of the south half of said berth. The latter boundary line I made the front of my fourth concession by planting my lot posts thereon.

Owing to the south boundary of the township as previously run bearing to the south of west, the depths of the lots in concession one increases towards the west. By an observation taken on this line and at a distance of about three and a-half miles from the east boundary, I found its bearing to be N. $88^{\circ} 49'$ E. I then continued my survey north to Lake Wahnapiatae the shore of which I traversed, connecting my traverse lines with the concession and side lines of the township.

The surface of this township is considerably broken by hills and rock ridges. There is some fair land in the southern part of the township, but the greater part of that bordering on the lake and in that neighborhood is not adapted for agriculture, but here are found very promising deposits of nickel ore. Some of these have been partially developed and excellent specimens obtained. A number of mining locations have been laid out in the township, the outlines of which I connected with the posts on my lines. The timber consists of pine, balsam, spruce, cedar, birch and tamarac. The pine is of a very fair quality and in considerable abundance. The southern part has been under operation for some years by the Georgian Bay Lumber Company. In order to reach their work they built a tote road some years ago from Wahnapiatae Station to Lake Wahnapiatae. During the past season the Government has very much improved it for a distance of seven or eight miles north from the station.

There are several small lakes, mostly near the north-west of the township, and one in the north-east part. The only stream worthy of mention is Massey Creek. It is about forty links wide, flowing northerly into Massey Bay, an arm of Wahnapiatae Lake. It is utilized for a short distance by the lumber company in driving their logs to the lake.

A fair estimate of the area of agricultural lands in the township would probably be about forty per cent.

I have the honor to be, Sir,
Your obedient servant,

(Sgd) E. STEWART,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Comissioner of Crown Lands,
Toronto.

(Appendix No. 22.)

TOWNSHIP OF FALCONBRIDGE.

DISTRICT OF NIPISSING.

COLLINGWOOD, ONTARIO,

December 8th, 1892.

SIR.—I have the honor to submit the following report of the survey of the township of Falconbridge, in the district of Nipissing, surveyed by me under instructions from your Department, dated June 20th, 1892.

The survey was made during the months of August and September.

I commenced my survey at the south-east angle of the township, at a cedar post, planted by O. L. S. Niven for the north-west angle of the township of Awrey and retraced the north boundary of Dryden, westward for the front of my first concession, marking and planting lot posts at every half mile till I reached the south-west angle, where I found a balsam post at the corner of the four contiguous townships.

The east boundary having been run by P. L. S. William Bell in 1885, I retraced and chained this line 80.10 chains to a post planted by him and marked one mile.

I then marked and planted a new post beside this one, and from it ran my line between concessions one and two, due-west across the township to its intersection with the adjoining township of Garson. This line I made the basis of my work, and from it continued the work to the north boundary, planting new posts on the east boundary alongside Mr. Bell's mile posts, but showing in my notes my chaining between them. Owing to the south boundary not being run throughout on a due east and west course, the depths of the lots in the first concession are irregular.

I also retraced and chained the east boundary of Garson as my west boundary, as the work proceeded. As will be seen by the notes, my posts and intersecting lines on that boundary vary considerably from those in Garson.

The north boundary of this township, run by O. L. S. McEvoy in 1886, is well cut out and well blazed, but on a course varying considerably from due east and west. By an observation taken on this line and at a distance of about three and a-half miles from the east boundary, I found its bearing to be N. 88° 49' E. As this line had been run from the east to the west, this error in bearing had the effect of gradually decreasing the depth of lots in the sixth concession of this township towards the west. I found several mining locations laid out in the township, and have connected their outlines with the posts on my lines.

The timber on this township consists of pine, cedar, balsam, spruce, tamarac and birch. The pine is of a very good quality and the quantity before cutting was commenced must have been very large. There is still a fine pine belt towards the north and westerly part of the township. The berth is owned by the Emery Lumber Company, who are operating it in connection with the township of Garson which they also own. This company have a railway in operation for carrying their logs to the Wahnapiatae River from those parts of their limits that are not accessible by water. This road is well built, and runs from Wahnapiatae Station on the C. P. R. in a north-westerly course, passing through part of Dryden, then across the south-west part of this township into Garson and northerly through the easterly part of Garson to near its north boundary.

There is very little water in the township, Emery Creek, a small tributary of the Wahnapiatae River, about fifty links in width, being the only stream worthy of mention. It divides itself near the south boundary of the township and on lot five into two branches, one of which winds southerly through the easterly part of the township, and the other rising in a small lake near the west boundary, flows easterly to join the other branch, as above stated. This stream and both its branches are utilized by the Emery Company in driving their logs to the Wahnapiatae.

A very good colonization road has been built during the past season from Wahnapitae station on the C. P. R. through part of Dryden, and northerly into the third concession of this township. It follows the old tote road leading from the railway station to Wahnapitae Lake.

In several places indications of nickel and copper ore were observable, but no large surface show was seen in the township.

The general character of the township is undulating, and in some parts hilly. There is not much bare rock. The soil is a clay and sandy loam, capable of bearing good crops of oats, peas, potatoes, turnips, etc., as is evidenced by those grown by the Emery Company at their depots. I would estimate that fully fifty per cent. of the township would be fit for agricultural purposes.

I have the honor to be, Sir,
Your obedient servant,

(Sgd) E. STEWART,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

1

(Appendix No. 23.)

TOWNSHIP OF McLAREN.

DISTRICT OF NIPISSING.

LEAMINGTON, ONTARIO,
December 14th, 1892.

SIR.—I have the honor to submit the following report of my survey of the township of McLaren, in the district of Nipissing, surveyed under instructions from your Department, dated the 29th June, 1892.

I proceeded from here to Sturgeon Falls *via* railway, where I obtained supplies, canoes and a number of men; thence up Sturgeon River to a timber road along Pike Creek, and thence along this road to the north-west angle of the township of Fell, where I found a cedar post in a cairn of stones, marked on the south-east side "Fell, Con. VI., Lot XII.," and on the north-west side "Thistle, Con. I., Lot I." Retracing from this post eastward, the north boundary of the township of Fell, surveyed in 1891 by O. L. S. Burke, to the north-east angle of the same, where I found the cedar post, in a stone cairn, marked on the south-west side, "Fell, Con. VI., Lot I.," as described in the notes of the north boundary of that township, sent me with my instructions. I then proceeded west and north, planting the posts for the lots at distances of forty-chains, and running the lines conforming as closely as possible with the projected plan and instructions.

The accompanying plan of the township and field notes of the survey, showing the lots as laid out, I beg to submit herewith, all of which I trust will be found satisfactory.

The township throughout is very undulating and rocky, more especially the western part, where the rocky ridges attain the greatest elevation.

The percentage of land that could be utilized for farming purposes is but small, and is to be found principally in the valleys, and on the low-lying ridges in the east and south portions of the township.

The soil is a reddish sand on the high land, and in the beaver meadows, valleys and swamps, a dark sandy loam.

The timber throughout is principally pine, spruce, tamarac, cedar, birch, poplar and balsam. Small patches of good pine were found in the north-east and south-west

portions of the township, the balance being small and scrubby. The spruce, tamarac and cedar found in the swamps being of a fair size and good, the birch and poplar being also good, and found in considerable quantities.

The township is well watered with lakes and creeks; in the former abound black bass, pike, pickerel and perch.

No economic minerals were found during the survey, the principal rock formation being Huronian.

Moose, red deer, wolf, bear, beaver, mink and otter abound in the township.

Several astronomical observations were taken during the survey, and the variation of the magnetic needle was found to be $8^{\circ}15'$ west.

I have honor to be, Sir,
Your obedient servant,

(Sgd) ALEX. BAIRD,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 24.)

TOWNSHIP OF MASTER.

DISTRICT OF NIPISSING.

PETERBOROUGH, ONTARIO,
December 5th, 1892.

SIR.—I have the honour to report on the survey of the township of Master, in the Nipissing district, made during the past summer under your instructions, dated May 26th, 1892.

Herewith I also beg to submit the plan and field notes of survey, all of which will, I trust, be found satisfactory.

The township lies immediately east of Guthrie, surveyed by myself two years ago; north of Richards, surveyed in 1862, by Ontario Land Surveyor Robert Hamilton, and part of Burns, surveyed in 1874 by Ontario Land Surveyor T. O. Bolger, and west of townships Fraser and McKay, surveyed in 1855 by Provincial Land Surveyor John Robertson.

The township of Stratton, unsurveyed, lies immediately north of Master.

The north branch of the Pine River, which flows into the Bonnechere River, has its source in the south-west part of the township, and Indian River, flowing into the Ottawa River at Pembroke, has its headwaters in the south-east part.

The waters in the northerly part flow into the south branch of the Petawawa River.

In these, fish of various kinds are plentifully found.

The township has been lumbered over many years ago, as some of the old pine stumps are still met with. At present there is very little, if any, pine of value in the township.

A large area is composed of brulé and covered with young poplar, white birch, etc., etc., the remainder with ordinary bush made up of hemlock, tamarac, spruce, maple, beech, basswood, ironwood, etc.

//As might be inferred from the numerous water sources, the general cast of the township is broken and hilly.

This is especially so in the south-west quarter, along the head-water of the Pine River, where at either side rocky ridges and gneiss escarpments crop out.

In the valleys and up the slopes, where not too stony, fair alluvial and sandy soils are found.

The north-west quarter of the township is less broken, and it contains a large proportion of arable land.

The woods are of the same mixed kind, and of average growth.

Towards the north boundary the country improves, more hardwood prevails, and the character of the land also improves, and is reported to extend quite a distance northward into the adjoining township.

The easterly half of the township presents the same general aspects though not quite so hilly or broken. ~~X~~

Scattered over this part, as indeed over most of the township, are tracts of brûlé covered with a new growth of mixed bush.

The standing woods are light, and in places withered and charred by fire of recent date.

Several tracts of undulating land, more or less stony at surface and bottom, but of kind and productive soil, when free of stone, are present in the east half of the township.

The soil is generally composed of a sand clay loam, mixed with gravel and stone on the uplands, but in the flats and valleys it is of an alluvial character, and of good depth and fertility.

About twenty per cent. of the land I consider fairly fit for settlement. //

Moose and deer have been seen in the township, and it is said are increasing in number since the game protection laws have been put into operation.

There are some very old unoccupied lumber buildings and a clearance of about thirteen acres on Lot 27, Con. XIII., known as "Cormier's Old Depot." The soil is sandy loam, tolerably free of stone and of fair quality.

Owing to lapse of time, bush fires and other causes since the lines were surveyed, I experienced some difficulty in tracing the south and east boundaries of the township.

The only side line found in Richards is that between lots 15 and 16.

On the east boundary the boundary-line between the townships of Fraser and McKay was found. The other two surveyed concession lines were not found.

Trusting that these returns will be found satisfactory,

I have honor to be, Sir,
Your obedient servant,

(Sgd) J. W. FITZGERALD,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 25.)

TOWNSHIP OF THISTLE.

DISTRICT OF ALGOMA.

INGERSOLL, ONTARIO,
October, 5, 1892.

SIR.—I have the honor to report the completion of the survey of the township of Thistle, in the district of Nipissing, performed under your instructions of the 5th day of July, 1892.

I beg also to submit the field notes and plan of the township, all of which I trust will be also satisfactory.

I proceeded *en route* to Sturgeon Falls, where I procured men, canoes and supplies, and from there with thirteen of a party up the Sturgeon River, to J. R. Booth's depot, thence following an old timber road through part of the township of Field, and across the

township of Bastedo, bringing everything with us, canoes, etc., and camping near the north-east corner of the latter township. I commenced my survey as instructed, at a cedar post planted by O. L. S. Niven in 1881, which marks north-east corner of Bastedo and the north-west corner of Fell.

The south and east boundaries of this township had been run by O. L. S. McEvoy in 1891, and O. L. S. Niven in 1881 respectively, but being completely grown up again with a thick undergrowth, I reopened the lines and chained them carefully.

The concession lines are extended from my eastern boundary due-west in straight lines until they intersect the western boundary.

I made an accurate micrometer survey of all the water within the boundaries of my township, there being a good deal of water and the shores very irregular, a deal of time was consumed at this work.

Regarding the general character of the township, it may be described as follows:—

The more descriptive particulars will be found in the field notes.

The township on the whole is moderately level; in places it becomes undulating, but nowhere attains a very great elevation.

The soil is generally sandy loam, and where not stony will be suitable for farming, though somewhat broken by rocky ledges.

The swamps, with one or two exceptions, were quite dry and with a soil of dark, sandy loam or rich, black muck.

Very little of this township has been destroyed by fire, a small portion at the south-west corner and some along the west boundary.

The timber throughout the township is mixed, consisting of pine, spruce, tamarac, cedar, balsam, poplar, white birch, and in places black birch and sugar-maple are to be seen; a great deal of good tamarac, spruce and cedar are to be found in the township.

The township is supplied with water of the best and purest kind, there being an abundant supply in the north-westerly half of the township consisting of two lakes, the southerly one called Island Lake and the upper one Red Cedar Lake. Outside of these there are five others in the township, three of them being rather small.

The Tamagamingue River enters the township at the north boundary on lot number eleven, here forming itself into the lakes I mention, called Island Lake and Red Cedar Lake, and leaves the township at lot number fifteen, where the concession line between concession three and four intersects the western boundary.

There is a creek of moderate size which crosses the eastern boundary in concession three, close to concession two, and runs north-westerly into Red Cedar Lake about the division line between lots five and six concession six. This creek is very narrow at the boundary, and gradually becomes wider until it enters the lake, where it may be seventy-five links or one chain wide; it is also very crooked, and at the time I saw it was very shallow to within perhaps a mile from the lake, where it becomes deeper and navigable for canoes.

The lakes abound with fish, chiefly black bass, pickerel and pike.

Moose and red deer were plentiful, the smaller game seemingly was rather scarce.

No economic minerals were found during the progress of the survey.

There are no squatters in the township, nor did I see any Indians.

The lines are all well cut out and blazed, and good posts are put in, chiefly cedar, and wherever necessary a stone mound has been placed around the posts.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) W. R. BURKE,

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto, Ont.

Ontario Land Surveyor.

(Appendix No. 26.)

DISTRICT OF ALGOMA.

TOWNSHIP OF VERNON.

OTTAWA, ONTARIO,

November 16th, 1891.

SIR.—I have the honor to submit the following report of the survey of the township of Vernon, in the district of Algoma, performed under instructions from your Department, dated the 18th day of June, 1891, together with the plans, field notes and account of the same, which I transmit herewith.

I proceeded from here by Canadian Pacific Railway to Nelson Station on the Sault Ste. Marie branch where I obtained canoes and travelled up the Spanish River to within about six miles of Vernon, from which point I portaged through the woods to my south-east corner, where I commenced the survey, carrying it out according to instructions, the details of which are shown on the plans and on the field notes. The north boundary of the township of Porter, which forms the front of the township of Vernon, I chained and posted, as I found it had been surveyed previous to my arrival on the ground.

The surface of the west half of this township is hilly and rocky, with several large spruce and tamarac swamps. The east half is generally undulating, with hills in the north and east. The soil, generally sandy; in some places yellow loam, particularly in the south-east part. I consider about 30 per cent. of the township fit for cultivation.

The only stream of any importance is a large creek flowing through the western portion of the township into the township of Porter, having an average width of twenty-five links, and from two to three feet deep, and could be made fit to drive timber on. A few small lakes, or rather ponds, were met with.

The timber is spruce, birch, balsam, white pine and cedar, with maple in several places. The greater part of the pine is of small size and scrubby, excepting a belt on the west side on lots numbers eleven and twelve, extending through the township; also in the south part of concession one and two, and again in concession six on lots numbers eight and nine. These several belts are of large pine, apparently of good quality. The eastern portion is covered with a thick growth of small-sized pine, much of which is of value.

There is a brule in the north-west corner on lots number twelve and part of eleven in the fourth, fifth and sixth concessions.

The rock exposures are granite, and no trace of any minerals of economic value were met with.

Large game, such as moose and deer were plentiful, and partridge uncommonly so. There are no settlers in the township.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) E. J. RAINBOTH.

The Honorable A. S. HARDY

Ontario Land Surveyor.

Commissioner of Crown Lands,

Toronto.

(Appendix No. 27.)

DISTRICT OF ALGOMA.

TOWNSHIP OF BIGELOW.

TORONTO, ONTARIO,
November, 18th, 1892.

SIR.—I have the honor to submit the following report of the survey of the township of Bigelow, in the district of Algoma, performed under instructions from your Department, dated the third day of June, 1892.

I proceeded to Webbwood, the railway depot nearest to this township *via* Collingwood and Algoma Mills, and from Webbwood made use of a lumberman's road which enters the township of Bigelow at the south boundary at a distance of about twenty miles north-easterly from Webbwood station.

The survey of the township I commenced at the north-west angle of the township of Porter, being the south-east angle of the township of Bigelow, and ran out the several concessions and side lines due-west and north respectively, laying out the lots so as to conform as nearly as possible with the instructions and the projected plans furnished for my guidance.

I found that the south boundary of the township had been run apparently about ten years ago, and the work having evidently been carefully performed by a surveyor, I reopened and reblazed it, planting posts as shown in the accompanying field notes.

The north and west boundaries run by Provincial Land Surveyor Salter about thirty-five years ago, I retraced with much difficulty, owing to the action of fire in the interval, and reblazed as instructed.

The original posts by Provincial Land Surveyor Salter at the north-east, north-west and south-west angles of the township I found with the original marks still legible.

The greater portion of this township is much broken by rocky ridges, in some instances 300 to 400 feet high.

The main branch of the Spanish River intersects the north boundary of the township on lot three, and flowing in a general southerly direction crosses the south boundary on lot number three, having an average width of about four chains, with current very rapid. This part of the river had at the time of survey an average depth of about two feet the bottom being stony and the banks about ten feet high.

The west branch of the Spanish River draining the southern part of the township is about one chain in width, with a depth of two feet and generally moderate current. On lot number five, concession number two, a "rapid," adapted for water power, occurs in this stream. This point is about three-quarters of a mile from its junction with the main branch.

A stream known as Miller's Creek drains the westerly part of the township. The average width of this creek is twenty links, with a depth of two feet and moderate current, the water being clear and of first quality.

The lower part of this stream has been used for driving logs. Numerous spring creeks water the township.

Very little of the land in this township is adapted for agriculture, the only area of good soil of any extent being in the valley of Miller's Creek and along the west branch of Spanish River.

In the vicinity of the main branch of the Spanish River the soil is of a sandy and gravelly nature. The land suitable for cultivation would not exceed 25 per cent. of the area of the whole township.

The geological formation met with was chiefly Laurentian, and no indications of minerals of value were seen.

The magnetic variation was very regular throughout.

Nearly one-half of the township is covered by *brulé*, fire having evidently first passed through it about fifteen or twenty years ago.

The second growth timber consists of pitch or jack pine, poplar and birch, with undergrowth of alders and hazel.

The only marketable pine of any extent is found in the vicinity of the east and south boundaries, its position being more particularly indicated on the timber plan herewith.

With the exception of partridge and rabbits, very little game was seen, and the streams contained scarcely any fish.

Small wild fruit, such as blueberries and raspberries were abundant.

Accompanying this report will be found field-notes of the survey, with general plan and timber plan.

I have the honor to be, Sir,
Your obedient servant,

(Sgd) T. B. SPEIGHT,

Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 28.)

TOWNSHIP OF GOUGH.

DISTRICT OF ALGOMA.

LISTOWEL, ONTARIO,
December 1st 1892.

SIR.—I have the honor of submitting the following report of my survey of the township of Gough in the district of Algoma according to your instructions dated the 29th day of June A.D., 1892.

Leaving Listowel on the 30th day of July, I proceeded by railway to Wiarton, thence by boat to Algoma Mills, thence easterly by railroad to Webbwood in the township of Hallam, where I engaged the remainder of my party, and completed my outfit. From this point I took my supplies, etc., by wagon, to the outlet of Birch Lake, situate in the township of Shakespeare, from this point I was enabled to take my supplies, etc., by small boats into the centre of the township where I stored them in a convenient place in a tent, and camped upon the shores of the lake during the greater part the survey.

I commenced work at the south-east angle of the township at a cedar post planted by Ontario Land Surveyor Stewart as the north-easterly angle of the Township of May, brushing and reblazing and chaining the north boundary of the township of May for the front of my first concession, laying off the lots forty chains in width by eighty chains in depth running my lines due-north and south and east and west astronomically. At the south-west angle of the township I found the cedar post in a stone mound placed there by Ontario Land Surveyor W. Beatty in 1871, and seven chains and five links east of this point I found the cedar stake planted by Ontario Land Surveyor Stewart as the north-west angle of the township of May. The bearing trees corresponding to both of these points were there. I brushed out and blazed the west and north boundaries of the township at the north west angle I found the old post in a stone mound that had been placed there by Ontario Land Surveyor W. Beatty in 1871, which was very much decayed, I placed in a new pine post, marking the name of the township (Gough) and the number of the concession and lot on the proper sides thereof and placed a number of stones on the mound making it a good landmark. At the north-east angle of the township I found the spruce post marking the point, it was in a good state of preservation. At the same point there was an iron-wood post placed, with the number of the lot and concession thereon, and the name of the township (Dunlop) on one side of it in lead-pencil. The pine-bearing

ing tree, was there with the marks partly grown over. In many places it was difficult to find the line on account of the great length of time since it had been run. The east boundary I brushed out and blazed two years ago, and it did not require it again.

The township on the whole is rough and rocky, there being only a small portion of arable land lying along the south boundary and extending westward to Birch Lake. The soil is clay soil, the balance of the township not rock is a sandy loam, in most places pure sand.

The timber is mostly green, only a narrow strip along the south boundary having been burnt over, a portion of the pine has been taken out but there still remains a great deal of very good timber. There is also a large quantity of white spruce, tamarac, cedar and hemlock good for railway ties and other purposes.

There are several small lakes through the township, most of them are quite shallow with but few fish in them. Birch Lake is a large beautiful sheet of water, very deep and abounding with pike, maskinonge, black bass, white-fish and lake trout. There are no large streams in the township, but there are several small spring streams, just such places as one would expect to find speckled trout, but there are none. There being no limestone in this part of the country, "the speckled beauties" do not inhabit any of the streams.

The geological formations are Laurentian and Huronian, the principal rock is gneiss, no minerals of any economic value came within our notice during the survey.

There are no settlers in the township two parties have made small improvements on lots numbers four and five, concession first, where a Hudson Bay post had been established a great many years ago. The parties are living in Webbwood.

Game is very plentiful, such as moose, red deer, bear and partridge.

Several astronomical observations were taken during the survey, and the variation of the magnetic needle was found to be $4^{\circ} 40'$ West.

Accompanying you will find plans field notes, etc., of the survey.

I have the honor to be, Sir,
Your obedient servant,

(Sgd) LEWIS BOLTON,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 29.)

TOWNSHIP OF DUNLOP.

DISTRICT OF ALGOMA.

WILTON, ONTARIO,
December, 20th 1892.

SIR.—I have the honor to submit the following report of the survey of the township of Dunlop in the district of Algoma surveyed under instructions from your Department issued to me and bearing date the 18th of June 1891.

I proceeded to Collingwood by the Grand Trunk Railway and thence by steamer to Webbwood station, on the Algoma branch of the Canadian Pacific Railway. From this point, I reached the south boundary of my township by following the lumberman's road which leads northward from Webbwood.

Pursuant to instructions I retraced and chained the south boundary and planted posts as shown in the accompanying field-notes. Finding a surveyed line opened out evidently for the purpose of defining the east boundary of this township, I adopted it and planted posts thereon to mark the fronts of the several concessions.

I also retraced and chained the west boundary and planted new posts beside the old posts planted by Provincial Land Surveyor Salter to mark the south-west and north-west angles of this township.

Having met with unforeseen difficulties in the survey, by permission of your Department I delayed its completion until the summer of 1892, when I completed the work as shown in the accompanying plan and field-notes.

The soil in this township is chiefly clay and clay-loam but much broken by rocky ridges with numerous bluffs in the south-east quarter of the township, rising to a height of from 200 ft. to 300 ft. In the south-east, north-east, and north-west parts there are tracts of sandy plains of considerable extent for the particular position of which I beg to refer to the general plan.

Not more than 25 per cent of the whole area, and of this amount no considerable area in any one place may be termed good farm-land. The township is well watered by the Spanish River and by numerous lakes and springs.

The Spanish River, which enters the township on lot three, concession six, and running in a southerly direction crosses the south boundary on lot four, concession one, has an average width of about ten chains with a rapid current but in general it is very shallow. It is dotted with numerous islands, some of which are of considerable extent and contain excellent clay-loam but being low-lying are subject to inundation during seasons of high water.

The lakes are generally bounded by rocky shores and contain clear water of good quality.

The whole township may be considered well timbered by tamarac, spruce, birch, balsam, cedar, and maple.

Lumbering operations having been carried on in this township for some years most of the valuable pine has been removed but some still remains in concessions five and six.

The magnetic variation, with one or two exceptions was very regular throughout, and no minerals of value were seen. The rock formations are Laurentian and Huronian.

There are, as yet, no settlers in the township.

With the exception of a few partridges and rabbits no game was met with and the waters contain few fish.

Accompanying this report is a general plan, a timber plan, and field notes.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) D. L. SANDERSON,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 30.)

TOWNSHIP OF SPOHN.

DISTRICT OF RAINY RIVER.

TORONTO, ONTARIO.

December, 1st, 1892.

SIR.—I have the honor to submit the following report of the survey of the township of Spohn, in the district of Rainy River, made in accordance with instructions from your Department, dated the 4th day of July, 1892.

The township of Spohn is situated north and east of the junction of Rainy River and the Lake of the Woods, and is bounded on the south by Paskonkins' Indian reserve, the Wild Land reserve and part of the township of Blue; on the east by the

line between ranges 22 and 23 (Dominion Government system of survey); on the north by the Lake of the Woods, and on the west by the Lake of the Woods and the Rainy River.

I might here state that the township of Blue and the Wild Land reserve were surveyed under the old system of survey first adopted by the Dominion Government, and consequently there was a road allowance of one chain and fifty links laid out or reserved around each section of six hundred and forty acres, and that under that system of survey the lines surveyed on the ground were the south and west sides of such road allowances, therefore the surveyed line in front of the first concession of the township of Spohn is actually one chain and fifty links south of the south boundary of such township, and the line surveyed west of lot number two in the first and second concessions of said township, or in other words the east boundary of the Wild Land reserve is one chain and fifty links west of the true west boundary of said lot number two. In the same way the line in front of the third concession of the township of Spohn, across lots three to twelve inclusive, and a part of lot number thirteen is one chain and fifty links south of the true south boundary of said concession. Paskonkin's (Indian) reserve was surveyed by the Department of Indian Affairs, and they reserved at that time a road allowance, one chain and fifty links wide along the north boundary thereof, seventy-five links in width on each side of the line surveyed.

I commenced the survey of this township at the distance of one chain and fifty links north of the intersection of the line between ranges number twenty-two and twenty-three with the line surveyed as the north boundary of the township of Blue. I could not find the old post at this point, it having either rotted away altogether or sunk out of sight in the soft muskeg.

I planted an iron bar at this point, marked "R" on the south side, "concession 1" on the north side, and "No. 1 Spohn" on the west side, and also drove alongside of the said bar a wooden post in order that they might be more easily found.

The iron bars used on this survey were made of one and five-eighths inch gas pipe and were five feet in length.

I then opened up and rechaind the line surveyed as the north boundary of the township of Blue, and planted the post between lots one and two, one chain and fifty links north of the line, marking the same "R" on the south side, the number of the concession on the north side, and the lot numbers on the east and west sides. At the distance of one chain and fifty links from the east boundary of the Wild Land reserve I planted the post, marking the south-west angle of lot numbered two, concession number one, at the distance of one chain and fifty links, north of the line surveyed. I next recut the two miles of line forming the east boundary of the Wild Land reserve abutting that township and chained it, leaving a temporary post for the line between concessions one and two. I found that this line measured to the north limit of the road allowance to the north of the Wild Land reserve considerably more than one hundred and sixty chains, and if the first two concessions of the township were to be made exactly eighty chains each, the line between concessions two and three would have an ugly jog in it in the township. In order to remedy that I planted the post, marking the south-east angle of lot number three, concession number three, at the distance of one chain and fifty links north and one chain and fifty links east of the post planted to mark the north-east angle of the Wild Land reserve, and from said post I ran the line in front of the third concession due east to the range line, forming the east boundary of the township of Spohn, and planted a post at the intersection, marking it "concession 11" on the south side, "concession 111" on the north side and "1" on the west side, no mark was placed on the east side.

In measuring south from this last mentioned point, I made concession two eighty-one chains and fifty links in depth, thinking that by so doing, I would be making concessions one and two about the same depth, but it did not turn out so. When I chained the remainder of the east boundary, the post left temporarily on the east boundary of the Wild Land reserve was moved one chain and fifty links east of the said line and

planted on the line between concessions one and two when that line was surveyed. This post was marked "R" on the west side, "11" on the east side, "concession 1" on the south side, and "concession 11" on the north side.

The posts planted on the front of concession number three, to mark the lot lines, are placed on the north limit of the road allowance, and are therefore at the distance of one chain and fifty links north of the line surveyed on the grounds, and are marked "R" on the south side, with the number of the lots on the east and west sides, and the concession number on the north side. The posts planted in the front of the second concession, lots numbers thirteen to seventeen inclusive, are placed seventy-five lengths north of the surveyed line and are also marked "R" on the south side.

Iron bars with wooden posts alongside of them have also been temporarily planted at the north-east and south-west angles of the township of Spohn, the water of the Lake of the Woods at the time of survey, being too high to admit of the planting of them on the true shore line. The former of these iron bars being marked "No. 1, Spohn" on the west side, and the latter marked "R" on the south side, "concession 11" on the north side, and "No. 17, Spohn," on the east side, no mark was placed on the west side.

In the township of Spohn the lots number from the east to the west, and the concessions number from the south to the north.

With the exception of the few lines noted in the field notes, the bearings of the side lines in this township are due north astronomically, and the bearings of the concession lines due-west astronomically.

A large portion of the surface of the township of Spohn is open spruce and tamarac swamp, which in some places changes into a thick swamp, with large timber and a considerable quantity of cedar of good quality. I noticed in these swamps, that where the water lay continually all the year round that the timber was very small, although it did not have the appearance of being stunted, and the moss-covered surface was very even and regular, but that in those portions of the swamps where the water was high and low alternately, the timber is thick and dwarfish in growth generally, with dead tops and bad hearts.

On the higher portions of the township the timber is chiefly poplar, balm of Gilead, spruce, birch and tamarac. There has at one time been considerable pine throughout but it has been cut in previous years, under license, and what remains of it is hollow, stunted and punkey.

In the south-western portion of this township, there is a tract of excellent farming land. It has been mostly burned and would be very easily cleared. Wild hay grows on this tract very luxuriantly, often attaining the height of six feet.

There are also several other small tracts throughout the township that would require very little labor to convert them into good farming districts, but the majority of the land would require a considerable amount of drainage to render it fit for cultivation.

I am very doubtful if the swamps or muskegs in the extreme south-east portion of the township is capable of being drained, as the lake there has no apparent outlet, although quite a considerable creek flows into it.

The soil in this township is generally clay loam of a good quality, resting on a clay or sandy subsoil on the high land, while the subsoil of the swamp is, as a rule, sandy.

On account of the great height to which the waters of the Lake of the Woods rose this year, I was unable to produce the lines of this township out to the normal shore line, but I left them all marked with temporary posts well planted, so that they can be completed with little labor and expense when the water recedes.

Mr. D. McGinnis has squatted on lot number fifteen in the third concession of Spohn, and has erected a house and stable and made a small clearing which I was unable to traverse, on account of the height of the water. His two sons have also improved

parts of the hay meadow, on lots numbers sixteen and seventeen, concessions numbers two and three, but have as yet done no regular clearing. There has also been a small clearing made on the line between lots numbers fourteen and fifteen, concession number three, and a house and stable erected on lot numbered fourteen, but the party being away at the time I was not able to ascertain his name.

Accompanying this report please find the plans and field notes.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) H. B. PROUDFOOT,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 31.)

DISTRICT OF ALGOMA.

TOWNSHIP OUTLINES.

TORONTO, ONTARIO,
December, 14th, 1892.

SIR.—I have the honor to submit the following report on the survey of township outlines along the line of the Canadian Pacific Railway in the district of Algoma during the past summer, under instructions from your office dated 29th June, 1892.

This work which consists in a traverse along the railway track as a basis from which to locate the township corners, was begun last year by Ontario Land Surveyor E. Stewart, and my survey was a continuation of his. He left off at his traverse station (No. 309), at Woman River station, this was station (No. 1) of my traverse, where I began work on July 13th, having left Toronto on the 11th. My survey extended as far as to Windermere station, about eighty miles by the track. Traverse station (No. 344) was a point on the north boundary of township (No. 37), and I extended the traverse beyond this, the short distance necessary to connect with the station platform at Windermere, as a reference from which the survey can readily be picked up again. Field operations were concluded on October 6th and on the 10th we arrived in Toronto, making a halt at Chapeau to receive the funds that had been forwarded for paying off the party. My assistant and chairman came from Toronto, the other members of the party from Powassan near North Bay, being persons whom I selected from a previous knowledge of their fitness for the work.

According to a previous arrangement by the Crown Lands Department, with the Canadian Pacific Railway Company, our camp was moved from point to point as the survey progressed by freight trains, and our thanks are due to the employees for their universal courtesy in the performance of this service.

The method and the objects of the survey are set forth in the instructions, which were closely adhered to: they are explained also in Mr. Stewart's report of last year. Briefly the work may be described as the locating of the corners of a belt of townships along the line of the Canadian Pacific Railway, by a traverse of the same, and finding by "latitudes and departures" the points at which the various boundaries cross the track, and then establishing the township corners by running out from the points thus found. Posts were planted where the township boundaries crossed the limits of the railway right of way; the posts used at these points as well as at the township corners, were of iron, being made out of gas-pipe, cut into "three feet lengths," a wooden post was planted alongside the iron in each instance. The mile posts on the boundaries were simply wooden posts flattened, and marked with the number of miles from the east or from the

south boundary, as the case might be. The posts at the railway crossings were marked on opposite sides, with the number of the township which they faced, and with the letter "R," on the side next the railway track; at the township corners the posts were marked with the numbers of the townships cornering there. The iron posts were marked with a cold chisel. Stones were always piled around a post and bearing trees taken, when these were obtainable. The posts used by me were of the stock left over last year by Mr. Stewart, and I used all of them. In future I would suggest that instead of using the open tube, it should be plugged at each end, forged and finished off to a point at one end, and rounded off at the other. Thus they would drive into the ground readily, and longer resist corrosion, with only the outer surface exposed to the weather. The townships are, of course, blocks six miles square, normally, with their sides running due-north and south, and east west respectively. I regret to say that owing to a clerical error in the computation of latitudes and departures of township No. 19, its east and west boundaries will be some four chains greater than the normal length; similarly the departures for township No. 36, give it a width from east to west of 481.23 chains, and the latitudes give it a length from south to north of 481.393 chains. At this point it may be mentioned that as the traverse passes to the south-west of the north-west corner of township No. 34, instead of to the north-east, as shown on a projected plan, the number "XXXV" was marked on the south-west face of the post at the said north-west corner of township No. 34, instead of on its north-east face, and on my plan of the survey, township 35 lies to the west of township 34 instead of to the north of it. The north boundary of township 31 was run throughout, and when the traverse came to be plotted, it was found that it made a short sweep south across the north boundary of township No. 32, no part of which was run. Practically, however, this is of no importance, since the nearest township corner, viz., the north-east corner of township 32, was established, by the two boundaries run to that point.

The actual location of the township corner in any instance was determined by the intersection of the boundary lines run in from the railway track; where only one line was run to a corner, the post was planted at the end of the theoretical distance for the side in question.

The divergence in any instance, where noticeable, between the length of a boundary as actually measured, and its required length as deduced from the traverse was not much greater than might be looked for between the results of two chainings made under such unequal conditions as over a level railway track, and over a rolling country, and through the woods. Therefore while in the field notes of the boundaries, the chainage is given as it actually came out, the numbers marked on the plan are those deduced from the latitudes and departures of the traverse.

The bearings were checked at pretty regular intervals by astronomical observations, Polaris being generally the object selected for this purpose, but sometimes the sun was used; the points at which observations were taken are indicated in the traverse notes and the errors given. After each observation, the error where noticable, was corrected as far as possible, by computing anew the bearings back from the place of observation, for a number of stations along the traverse. During the hot weather, the ballasting, etc., of the railway track became heated to such an extent that the superincumbent air is in a greatly agitated condition, rendering the image of the picket in the telescope very unsteady and indistinct, making very accurate pointing impossible. During a hot day this is no doubt an important source of error. The portion of the Canadian Pacific Railway covered by my traverse abounds in sharp curves, and as these were very often either in a cutting or upon an embankment or even a trestle, short sights were inevitable.

In reference to the plan of the survey which I have prepared I may say that the full lines show the portions of boundaries actually run, the portions not run being shown by dotted lines; the distances marked on these are obtained by subtracting the distance actually run from the theoretical length of the whole boundary, in each instance.

From the map furnished with my instructions, I was able to find the exploration line by Provincial Land Surveyors Salter and Gilmour run in 1866-7, due east from the mouth of Michipicoten River, Lake Superior. We got on to it where it strikes the west

shore of Lake Como and traced it thence westward to the railway track ; it is a compass line, with the trees blazed on two sides only, viz., east and west, the railway crosses it on the fifty-seventh mile from Lake Superior.

The north boundary of township 31, which was run by us, crosses the east and the west boundaries of the Canadian Pacific Railway Company's block of land at Chapleau, but both intersections are in the waters of Nebsquashing River and its tributary ; I connected my traverse survey, however, with the north-west corner of said block.

As already stated, my survey extended from Woman River to Windermere, and for purposes of topographical description, it divides naturally into two parts, the point of division being at Chapleau. The geology however, the soil, and the species of timber met with, are the same throughout the whole survey. The rocks belong to the Laurentian, and are gneiss or granite. East of Chapleau few exposures were seen ; but the rock appeared to be darker in color owing to the presence of black mica, than further west.

At a point some two miles east of Chapleau the rocky country begins. The rock appears to be chiefly a mixture of quartz and orthoclase feldspar, with, in general, not much mica. The rock is hard therefore, and offers great resistance to weathering, and this will to a great extent account for the rugged and uneven character of much of the country. Dykes and masses of greenstone are not uncommon ; there is a cutting in rock of this kind a few rods west of the station at Chapleau, and it forms part of the ridge over three hundred and fifty feet high just east of Windermere station. The country west of Chapleau consists largely of high rolling hills of this gneiss or granite with its greenstone, with very scant sandy soil, and in fact with a good deal of bare rock except for moss, roots of trees, etc. There are few spots that could be cultivated, and even there the soil is sand or gravel. This feature of rugged barrenness reaches its highest development toward the western end of Lake Windermere, the northerly part of township No. 37 being very rocky and broken.

In the neighborhood of Windermere station large erratic blocks of gneiss are seen in all situations, as they were left stranded by the retreating ice. In general, as usual in the case of this kind of boulder, they are not much worn, showing that they have not travelled far. There are two of these immense blocks, each of several yards solidity, perched upon the bare rocky ridge in rear of the station at Windermere. A few miles west of Chapleau there occur some notable ridges of sand, gravel and small boulders mixed, which are probably ancient moraines ; there are some of these in the Kingama country also, and a remarkable example is to be seen just west of the Winnebago river, a little east of the point where that stream crosses the railway.

The agricultural capabilities of the region west of Chapleau can be inferred from what has already been said ; there is not much land fit for cultivation, and the soil is sandy or gravelly, or both.

The timber is that which is common to this whole northern country, viz., spruce, tamarac, banksian pine, white birch, balsam, poplar, cedar, etc. Extensive fires appear to have swept over the country in former years, so that over most of the land that we saw the trees are of second growth and small in size.

Between Woman River and Chapleau the country may be described in general terms as level, or gently rolling, and sandy ; gravel seems to be scarce, judging from the railway cutting, and from the fact that the ballasting of the track is nearly all sand ; in some places this sand has been thrown up into low ridges, and boulders are seen in some of the cuts, and at other points, but the distinguishing feature is the level and wide stretches of sand. It would seem as if there was no clay at all in the soil. Yet at numerous points along the railway track a luxuriant growth of timothy, clover and wild grasses were seen, and no doubt some fine tracts of pasture and hay-land could be found in the lower lying portions, and as there is, I believe, usually a good deal of rain during the summer months, this part of the Province may yet be of some account as a grazing region. Another drawback is the occurrence of summer frosts ; we had a severe visitation of the kind on August 4th, and again on the 20th. Still this is a feature of the climate that would be ameliorated here as elsewhere by the clearing away of the forest, and allowing

the sunshine to have free access to the soil. A gentleman in Chapleau has had good success with his vegetable garden for several years; from personal inspection I can testify that his crop of potatoes this year was excellent.

There is much timber of fair size between Woman River and Chapleau. It is chiefly spruce, bankian pine and tamarac; there is not much birch or poplar until the neighborhood of Chapleau is reached. There appears to be a considerable quantity of tamarac large enough for railway ties, and I came across several parties getting them out, this being about the only industry carried on, outside of what little hunting and trapping is done. This part of the country is well watered by streams of cool, sweet water, while to the west of Chapleau are numerous lakes. Winnebago River is a fine stream of clear water, not brown like the other streams. It varies in width, seventy-five links being about the average, perhaps. Woman River is smaller, and flows through a swampy country, in the neighborhood of the railway track.

The lake at Chapleau is a pretty stretch of water. Lake Como is a fine sheet of water. It is said to be about twelve miles in length, and to contain whitefish in addition to the other species, such as pike and doré, which inhabit smaller lakes and streams. Lake Windermere extends for a number of miles along the west side of the railway, having a very irregular outline, and no great width apparently at any point.

The water of the lake and streams at Chapleau finds its way to James Bay, but some distance towards the west the height of land is crossed, so that Lake Como, Windermere Lake, etc., drain into Michipicoten River.

There are but few Indians now in these parts. The colony at Chapleau was broken up some years ago by an epidemic of measles, which carried off quite a number, and of the remainder a large proportion moved to Missinabi; there is still a very small settlement of them on the Nebsquashing river, not far down stream from Chapleau.

Game is not very abundant now, I believe. The red deer do not range so far west except in rare instances, while moose are seldom seen; there are a few caribou, though, and bear are to a certain extent numerous yet, while last winter a small pack of wolves was discovered about Windermere, and several of them captured by some hunters. Partridge are tolerably numerous, and hare are very plentiful. We saw a few duck, and a solitary pair of prairie chickens, near Winnebago.

Of fur-bearing animals, such as mink, beaver, otter, martin, fisher, muskrat, etc., there are still representatives, but by the building of the railway most of these have been killed off in the region along the track.

I beg leave to add by way of addenda that we saw not more than two score trees of red or white pine in the whole survey, and that we were careful always with our camp-fires, so that no bush-fire originated from any fire kindled by us, from the beginning to end of our work.

All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) JOHN McAREE,

Ontario Land Surveyor.

The Honorable A. S. HARDY,

Commissioner of Crown Lands,

Toronto.

(Appendix No. 32).

DISTRICT OF RAINY RIVER.

BASE AND OUTLINES.

HALIBURTON, ONTARIO,
October 19th, 1892.

SIR.—I have the honor to submit the following report on the survey of base and meridian lines in the district of Rainy River, surveyed under instructions from your Department, dated 23rd May, 1892.

Leaving Toronto on the 27th of May last, I proceeded by the Canadian Pacific Railway to Rat Portage, thence by steamer *Shamrock* through Lake of the Woods and up Rainy River to Fort Frances, and thence through Rainy Lake to Sturgeon Falls, on the Seine River, by steam tug, from which point I walked up the east limit of Indian reserve number 23, B. 2, to where my south base line of 1891 terminated.

I commenced here on the 6th of June at a post planted on the east boundary of said reserve 60 miles 69 chains 53 links west of the boundary between the districts of Thunder Bay and Rainy River, and produced my south base line of last year west astronomically to the west side of Rainy Lake, or to $109\frac{1}{2}$ miles from the Thunder Bay district line.

I then proceeded to the 49th parallel or first base line, and from its intersection with the meridian boundary between Ranges XXVI and XXVII, east of the "Principal Meridian" as established by the Dominion Government in the year 1869, I ran south, astronomically, 12 miles 15 chains 50 links, to the first correction line south, coming out 91 chains 34 links east of the north-east angle of the township of Tait.

From the north-east angle of the township of Tait I then ran east, astronomically, along the first correction line south to the waters of the north-west bay of Rainy Lake, a distance of 17 miles 28 chains 97 links.

From an iron post at the north-east angle of the township of Carpenter I then ran north, astronomically, to the first correction line south, a distance of 6 miles 5 chains 59 links, and again returning to the north-east angle of Carpenter, ran east, astronomically, 16 miles 58 chains, to the west side of Rainy Lake. Finally from the $109\frac{1}{2}$ mile point in my south base line before described, I ran south, astronomically, 1 mile 37 chains 93 links, to the last described line intersecting the same, 46 chains 24 links west of Rainy Lake, completing the survey on the 11th of August, and reaching Fort Frances on the homeward journey the same evening.

The details of the work will be found in the field notes.

The lines were run with a 7-inch transit, well cut out and well blazed.

Wooden posts were planted at every mile, and iron posts 3 feet long of $1\frac{1}{4}$ inch gas pipe planted alongside of the wooden posts at every 3 miles. Wooden posts marked with scribe iron with the number of mile, and iron posts similarly marked with cold chisel, and surrounded by stone mounds wherever stones could be got within a reasonable distance. Bearing trees also taken whenever there were any trees.

The posts on south base line were marked on east side, and numbered continuously from 66 to 109 miles.

On meridian line between Ranges XXVI and XXVII, beginning at 49th parallel, posts were marked on south side from VI to I miles, and again repeating same numbers to first correction line south.

On first correction line south, beginning at township of Tait, posts were marked on east side VI to I miles, repeating same numbers again and again to Rainy Lake; those on line east from north-east angle of Carpenter were similarly marked and numbered on east from VI to I miles.

On meridian line from north-east angle of Carpenter posts were numbered on south side from I to VI miles going north.

The sixth mile in every block or township west of Rainy Lake contains, so to speak, 89 chains (includes six road allowances of 1 chain 50 links each).

Astronomical observations were taken whenever practicable and necessary, the details of which will be found among the field notes, six-mile chords being run on east and west lines.

The magnetic declination of the needle was noted at all stations, the average being $7^{\circ} 30' E.$

When the end of a mile came in a lake or river, the post was planted on the line on nearest land, and distance noted in field notes.

No posts were planted or trees blazed when passing through Indian reserves.

As will be seen by the plan, the south base line passes over considerable water, Rainy Lake being $7\frac{1}{2}$ miles where it crosses, but containing many islands.

On the west side of Rainy Lake very few lakes were met with, but the country is well watered by creeks.

Considerable stretches of burnt country or *brulé* were met with along the lines run, as indicated by the plan, and the whole country has been burnt over in the vicinity of the 49th parallel.

Fine timber was met with in places along the lines of survey, but most of it has been included in limits recently sold. Considerable spruce, tamarac and cedar, with poplar sometimes of fair size, is found in places.

The *brulé* is generally covered with a thick growth of underbrush of white birch, poplar, spruce, tamarac and pitch pine, of all ages from 7 to 30 years.

The land east of Rainy Lake through which the line passes is, as a rule, broken and rocky, but tracts of clay soil were frequently found. Numerous swamps and muskegs were also passed through.

Along the 49th parallel, and south nearly to the first correction line, the country is broken and rocky and of very little value.

The land to the south of the first correction line is of a different character, and belongs to the Rainy River flat or valley. The townships north of Dobie and Carpenter, and the township east of Carpenter, as far as I could judge, are nearly all good land; the soil is clay, the land level, and the timber poplar, spruce, cedar, tamarac, etc.

The geological formations are the granite and Huronian. No minerals were found, but the disturbance of the needle indicated the presence of iron in many places.

The lakes are generally full of fish of the usual kinds, but salmon-trout are very numerous in Bad Vermillion Lake.

The country is overrun with moose, and partridge and duck were very numerous. Bear were occasionally seen, and also the signs of a few beaver.

I may say in conclusion that my party consisted of 14 all told, and that I had great difficulty in finding my starting point on the 49th parallel, having, owing to fire, to retrace and re-run it in many places, and chain it all the way west from Clear Water Lake, a distance of 10 miles.

Herewith are plan and field-notes of survey, and account.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) A. NIVEN,

Ontario Land Surveyor.

The Honorable A. S. HARDY,

Commissioner of Crown Lands,

Toronto.

(Appendix No. 33.)

EXPLORATORY SURVEY OF LAKES IN THUNDER BAY DISTRICT.

TORONTO, ONTARIO,
June 1st, 1892.

SIR.—I beg leave to submit the following report of the survey and exploration of certain lakes in the district of Thunder Bay, made under instructions from your Department, dated January 14th, 1892.

I left Toronto immediately on receipt of instructions and proceeded to Port Arthur, where I bought the necessary supplies, provisions, snowshoes, toboggans, etc., and engaged the requisite number of men for the work. I had everything ready to start on Monday, 25th January, when I was informed by the manager of the Port Arthur, Duluth and Western Railway that the construction trains had stopped making regular trips for the winter and I could not be at all sure of being taken to North Lake, the starting point of my survey, by railroad for some weeks. Having the men and supplies all ready to start on a certain date, and being afraid of the survey extending such a length of time that the soft weather would set in and the water come on the ice before I would be able to complete the work, I determined to hire teams and get to North Lake by road rather than wait for a possible train.

I arrived at North Lake on the 29th of January. I pitched camp and took an observation of Polaris that night, and made a good start with the work the next morning.

On February 5th I commenced the survey of Northern Light Lake, the intervening time having been occupied in the survey of the portages and lakes lying between North Lake and Northern Light Lake and the exploration of several miles of country on either side of the line of survey.

From February 5th to February 29th I was engaged in traversing the shores of Northern Light Lake, surveying the numerous islands in the same, taking the difference of level between Northern Light Lake and Twin Lake, and between Northern Light Lake and Seiganagah Lake, and examining outlets of Northern Light Lake and Twin Lake with the view of ascertaining any possible way of improving the navigation on these waters. I have already forwarded to you a separate report on these matters.

The work on Northern Light Lake was greatly retarded by bad weather, extreme cold with high winds (the thermometer having fallen as low as -48°), and also by very mild weather, there having been rain on February 23rd and 24th.

There is some very good pine to the south and east of Northern Light Rock on Northern Light Lake, extending as far south as the main shore north of Eagle Island, but with this exception and a small bunch of pine at the extreme southern end of the long point, the mainland all around the lake has been swept by fires at different times and is now overgrown with a small growth of poplar, birch and pitch pine. Most of the islands in the lake are well-timbered, some of them, especially Eagle Island and the large island in the south-easterly portion of the lake, having some very good pine on them. I think that, taking the pine on the main land and islands, a very good timber limit might be laid out on this lake.

I succeeded in finding some of the lines of the various mining locations that have been patented on this and Twin Lake and have shown them in their proper positions on the plan.

The land is mostly sandy and very much broken by rock exposures and not at all suitable for agricultural purposes.

From Northern Light Lake I proceeded in an easterly direction to Sandy Lake, which I surveyed together with the small lake lying to the south-west of it and tied this traverse on to O. L. S. Sewell's base line. On the north-easterly shore of Sandy Lake some very good pine is met with, but in no large quantities, and with this exception the timber is small, not being at present of any commercial value. The land is mostly sandy and stony.

Waykwobionan Lake lies to the east of Sandy Lake and is intersected by Sewell's base line. I surveyed the greater portion of this lake and tied the survey to Sewell's base line at the 16-mile post. There is a small amount of pine around this lake, also both on the islands and on the main land at the east end of the lake.

Having been informed by Indians and traders that there was a string of lakes extending almost due north from Sandy Lake to the south-west end of Shebandowan Lake, and as there seemed to be no information respecting this district on any of the maps of the country, I determined, as it was getting late in the season, to run my tie-line between the two railroads by that route instead of the route to the north-east of Waykwobionan Lake, by this means lessening the amount of tie-line it would be necessary to survey to take in the east boundary of the township of Moss, and as Greenwater Lake is only about one mile from Shebandowan Lake, it would not be much work running a separate tie line to take in that lake.

From the north end of Sandy Lake to the south end of Little Sandy Lake the country is all of one kind—rough, hilly, rocky, sandy, mostly burned and overgrown with small poplar, birch and pitch pine. Hoof Creek, which is crossed by this tie line, is the outlet of Little Sandy Lake and flows into Sandy Creek a short distance below Koss Lake marsh. Some very good pine in small quantities is found along its banks.

Around Little Sandy Lake and northward to the height of land between Hudson's Bay waters and the waters of the St. Lawrence River some very good spruce and tamarac is found. North-east of Little Sandy Lake, on the explorer's track to Greenwater Lake, a large spruce and tamarac swamp is passed through, just on the east side of the height of land, but the timber as yet has not attained its full growth.

The height of land is crossed where shown on the plan, and I have endeavored to place it approximately off the line of survey.

I might here mention that the water in the lakes and creeks met with on the south side of the height of land, that is, the Hudson Bay waters, is of a very dark color, while the water to the north, the St. Lawrence River water, is clear and pure as crystal. This was observable also in crossing the same height of land between Kashabowie Lake and Lac des Mille Lacs.

After crossing the height of land, and from that to Shebandowan Lake, not such a large amount of the country is burned and the timber is accordingly of a much better quality, more pine is met with and some very good tamarac and spruce.

On the first lake south of Shebandowan Lake the first outcrop of green slate was noticed, the prevailing rock of the country to the south being granite. On Greenwater Lake both green and black slates are met with on the north side, but the outcrop generally shows granite and traps only on the south-east and west sides.

No timber of any consequence is seen on Greenwater Lake excepting a few pine on the north shore near the outlet. On account of the size of this lake and the great length of the clear stretches of open water, a great many hundreds of acres of timber have been upturned by the wind, and by the direction of the windfalls it is evident that the highest winds are from the east.

As the shores of the western portion of Lake Shebandowan have been surveyed and filed with the Department in the various applications for mining locations I did not consider it necessary to re-survey it, but after having surveyed a compass and chain line from it to the east boundary of the township of Moss, and having located accurately some of the mining locations and having produced my tie-line to the portage between Shebandowan and Kashabowie Lakes and across said portage, I commenced the survey of Kashabowie Lake.

In making the survey of Kashabowie Lake I did not re-survey that portion of the lake to the south-west as it had been surveyed in making mining location surveys, and as it was near the 25th day of March, with every probability of a mild spring, I considered it advisable to complete the tie-line with all the expedition possible as far as the Canadian Pacific Railway.

The timber around the shores of Lake Kashabowie close to the water has all been killed by the action of water caused by the dam built at the outlet when it was thought that this was the best route to the great north-west. Back from the immediate shores

of the lake the whole country has been burned over and grown up with small spruce, poplar, birch and pitch-pine. The soil is mostly sandy and rocky, the general aspect of the country being rolling rather than hilly.

On the islands in Kashabowie Lake some very good pine is met with, but unless it is coupled with some other pine in the same district there would not be sufficient to form a limit which would be an inducement to purchasers.

From Kashabowie Lake I passed to a small lake on the south side of the height of land portage, the shore of which has all been burned. The height of land portage is timbered chiefly with small poplar with willows and alders in the lower portions. The soil is sandy and stony.

Lac des Mille Lacs to the north of the height of land portage is on the Hudson Bay waters and it is about as full of islands as it can hold. I did nothing more on it than ascertain the mining locations and Indian reserve and tie them and the principal points at the east end of the lake to my tie-line and then continued said line to Savanne Station on the Canadian Pacific Railway, where I connected with the 355 mile post east of Winnipeg.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) H. B. PROUDFOOT,

The Honorable A. S. HARDY,

Ontario Land Surveyor.

Commissioner of Crown Lands,

Toronto.

(Appendix No. 34.)

TORONTO, ONTARIO,

May 31st, 1892.

SIR.—I beg leave to submit the following report of the examination of the outlet of Twin Lake into Northern Light Lake and the difference in level between the said lakes, and of the nature of the river between said lakes, and also of the examination of the outlet of Northern Light Lake, with the view of ascertaining if there is any feasible and inexpensive way in which navigation could be established between the said lakes, in accordance with instructions from your Department, dated the 14th day of January, 1892.

Seiganagah Lake is situated at the north-east end of Hunter's Island, and is on the boundary between the United States and Canada.

One of the principal feeders of this lake is the Northern Light River, which flows from about the middle of the west side of Northern Light Lake into Seiganagah Lake.

Bittern Creek, or Twin River, flows into the south-east corner of Northern Light Lake and is the outlet of Twin Lake. Bittern Creek is from 30 links to 75 links wide and having from 2 feet to 4 feet of water in it where there are no rapids, but as the creek is not a mile long and there being about 43 feet difference of level between the two lakes, Northern Light Lake being the lowest, the creek is very rapid and has numerous small falls on it. It would be a very expensive undertaking to build a canal with locks to connect these two lakes for the limited amount of traffic that will be on them for some time to come.

In regard to the feasibility of connecting Lake Seiganagah and Northern Light Lake by a navigable channel I might state that at the north-west bay of Northern Light Lake there is only a narrow neck of land about 200 feet in width separating these two lakes. This neck of land is only a little above the level of Northern Light Lake. When there is high water in the said lake the water flows over this low ridge into Seiganagah Lake. Northern Light Lake is 9 20-100 feet above the level of Seiganagah Lake and a channel could be cut between the two lakes without being very expensive, and which would answer all the requirements of navigation if it were ascertained by sounding, etc., that the water in Northern Light Lake when lowered the necessary amount would still leave sufficient depth of water in all the numerous narrow channels in the lake to permit of the passage of ^{the}boats.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) H. B. PROUDFOOT,

The Honorable A. S. HARDY,

Provincial Land Surveyor.

Commissioner of Crown Lands.

Toronto.

(Appendix No. 35.)

REPORT
OF
THE SUPERINTENDENT
OF
COLONIZATION ROADS.

To the Honorable A. S. HARDY,
Comissioner of Crown Lands,
Ontario.

SIR.—I have the honor to present the annual report of work done under the management of the Colonization Roads branch of your Department during the year ended on the 31st December, 1892.

There have been altogether one hundred and twenty-eight miles of new roads opened ; four hundred and fifty-five miles of repairs made, and twenty-seven bridges built, aggregating a length of one mile, beside the repair of some others.

The season was an unfavorable one for road-making on account of continued rainy and cloudy weather, but with due diligence in taking advantage of the best opportunities a very satisfactory amount of work was accomplished, as will be observed by the following detailed account.

NORTH DIVISION.

BATCHAWANING ROAD.

Three miles of repairs over an exceedingly bad portion of the road between Sault Ste. Marie and Goulais River bridge ; more than one-half the work being of a most substantial character.

BRUCE MINES AND DESERT LAKE ROAD.

A road opened two years ago between Bruce Mines and the Great Northern road. Two miles of its length were this year properly grubbed and graded.

COCKBURN ISLAND ROADS.

Work was done on the twelfth concession line, the seventh and eighth concession line, and on the fifteenth and twentieth side lines, amounting in all to half a mile of new work, and a mile and a half of repairs.

COFFIN ROAD AND BRIDGE.

A bridge seventy-eight feet long, with main span of fifty feet, was rebuilt, and half a mile of new road opened as a deviation from the old one, which was almost impracticable.

DORION ROAD.

Nine miles of repairs, five of which were north, and four south of the Canadian Pacific Railway. As mentioned last year, this road is from Black Bay to the Ogema Mines, and its opening has been materially aided by the mining company with money and labor.

ECHO RIVER BRIDGE.

A bridge spanning Echo River on the Great Northern road in East Algoma. It was entirely renewed from low water line of the piers and is now an excellent structure, having one main span of sixty-two feet, one of forty-two feet, and an entire length of one hundred and ninety-four feet.

The first bridge upon this site was erected about thirty-two years ago at a cost of \$1,750. A second one was built in 1881 for the sum of \$1,178.31; and the present for \$991.14.

GOULAIS RIVER BRIDGE.

A structure comprised mainly of two one-hundred feet clear openings, and being three hundred and thirty-four feet in length.

The centre pier is of piles driven about twenty feet; the superstructure is about twenty-three feet above the ordinary water line, and the entire bridge is built in the best and strongest manner to secure it from the dangers of the extraordinary freshets to which it will be subjected.

It replaces the bridge built in the year 1880 at the joint expense of the Ontario and the Dominion Governments, and the cost of the present bridge is also to be shared between the two governments, as agreed upon, while up to the present time the Dominion moiety has not been received, but the Department has been officially informed that the required sum (\$2,266.41) will be asked for in their supplementary estimates.

GRAND PORTAGE ROAD.

Two and a quarter miles which were almost impassable are now thoroughly ditched and drained, making a first-class highway. A great many culverts were put in additional to the existing ones.

GREAT NORTHERN ROAD.

Repairs were made over fourteen miles of this road between Root river and Echo river; and through the townships of Johnson and McDonald culverts were renewed and brush cut and cleared along eight miles, making now a very fair road between Desert Lake and Sault Ste. Marie.

HONORA BAY ROAD.

A road on Manitoulin Island, which it was considered important to construct, in order that inhabitants and intending settlers might reach Little Current for their market.

Construction was commenced between lots thirty-seven and thirty-eight of the first

concession of Howland and at the water's edge; thence northward between the said lots to the second concession; thence east on the blind line to lot thirty-six; thence northward between lots thirty-six and thirty-seven to the second and third concession line; thence eastward to the road allowance between lots thirty-five and thirty-six; thence in a north-easterly direction and almost straight line to the road allowance between the fourth and fifth concessions, at about the centre of lot number thirty; thence again north-eastward to the line between concessions seven and eight and lot number twenty-five; and from thence eastward on the last named concession line to lot number twenty-three, a length altogether of nearly six miles.

IRON BRIDGE ROAD.

Repairs to some small bridges on the road leading to Dean Lake station on the railway.

KAMINISTIKUA BRIDGE.

Necessary repairs made during the early part of the year when the use of the ice was necessary.

MANITOULIN ISLAND ROADS.

Repairs were made over portions of four roads, namely, GORE AND PROVIDENCE BAY road upon which about \$200 were spent in improving; LAKE WOLSELEY road upon which about half a mile of substantial work was done for \$118; SANDFIELD AND WEST BAY road repaired over a mile and a-half for an expenditure of about \$100; and TEN MILE POINT road, where the work consisted of ninety-five rods of cross-waying and half a mile of gravelling, making together about four miles of substantial and necessary repairs.

McKENZIE CREEK BRIDGE.

This was the renewal of a bridge on Murillo road. Its cost was \$219.89, of which the government gave \$150, the municipality furnishing the balance.

PATTON ROAD.

A good road made from about the middle of lot number twelve, in the second concession of Patton northward to the third concession; thence east to the line between lots ten and eleven; thence north a mile and a-quarter; and again east half a mile, making two miles and a-half opened and generally graded.

In addition to the above, half a mile was chopped out northward between lots eight and nine, up to the limit between the fourth and fifth concessions; a large amount of work and the inspector says well done.

POINT DEMEURON BRIDGE.

These repairs were commenced last fall. Sixty-six heavy piles were driven to protect the existing piers which were very much cut away and otherwise damaged by ice and freshets. The bridge is now considered to be in a perfectly safe condition.

It was built in the year 1886 as then reported and described.

RAINY RIVER ROADS.

In the Rainy River district thirteen miles of new road have been opened this season and some three and a-half miles repaired of the original road, together with the renewal of several bridges.

The new roads were located and constructed to best meet the needs of the present settlers and to open portions for new and intending occupiers of land, and are the following:—

Ninety chains, dating from the old road to the angle of lots three and ten of the township of Crozier, between sections two and eleven.

One hundred chains between sections thirty-one and thirty-two of Lash from the old road to the town line between Lash and Carpenter, and twenty-two chains opened on the latter town line.

One hundred and fifteen chains of the line between lots ten and eleven of Carpenter.

One hundred and eighty-one chains ($2\frac{1}{4}$ miles) beginning between sections fourteen and fifteen of Morley, ten chains north of sections ten and eleven, and thence north between the sections, reaching thirty-one chains in upon that between sections twenty-six and twenty-seven.

Two hundred and sixty-five chains opened from the south-west corner of section eighteen of Patullo, south between Patullo and Nelles, two miles and eight chains, or eight chains south of the corners of four townships; thence S. 58° W. magnetically eighty-five chains; thence S. 25° W. about twelve chains to the line between thirty-five and thirty-six of Dilke.

One mile was also opened as a cheap winter road eastward from the four corners above referred to, between Morley and Patullo to the south-west angle of section five, Patullo.

More than three hundred feet of new bridging was effected in addition to the foregoing; five new structures having been built in connection with the roads.

RABBIT MOUNTAIN AND WHITEFISH LAKE ROADS.

Twelve miles of repairs between the fourth and sixteenth mile posts.

RAT PORTAGE AND KEEWATIN ROAD.

This road, about five miles in length, was generally improved.

SPANISH RIVER ROAD.

Work was commenced on south-east quarter section number twenty-five of Victoria and continued east to section twenty-seven of Salter, there connecting with the road made last season; four miles of new road and the work highly commended.

THESSALON AND BRIGHT ROAD.

Some necessary repairs made upon the inspector's representation, to make the road in some degrees passable.

WEBBWOOD ROAD.

Nine miles of excellent repairs upon this road which is from Webbwood Station northward through the townships of Hallam and Shakespeare and was impassable for ordinary travelling and teaming.

WHITE RIVER BRIDGE.

An expenditure on account of bridge timber required, and which it was necessary to obtain during the winter months.

WEST DIVISION.

AHMIC HARBOR AND BURK'S FALLS ROAD.

About three and a quarter miles of repairs made from Ahmic harbor eastward toward Magnetawan, ending at bridge over Magnetawan River. The bridge referred to was re-covered with two-inch plank for one hundred and twenty-four feet of its length.

ALSACE ROAD.

This road is between the second and third concessions of the township of Nipissing, and was well repaired over three miles between lots eight and nineteen; several deviations were made.

ARMOUR ROAD.

Three-quarters of a mile opened from lot fifteen to lot nineteen on the tenth concession line to unite with East Armour Road; and over a mile constructed from the ninth concession southward between lots ten and eleven to the seventh concession; and from thence angling through lot eleven to the sixth and seventh concession line; the right of way through the last-named lot having been secured by the municipality.

BAYSVILLE BRIDGE.

The renewal of a structure built about sixteen years ago on Macaulay road, over the south branch of Muskoka River, at Baysville. The length, originally three hundred and sixty feet, has been reduced by permanent filling to three hundred feet. The bridge is comprised of six openings, two main spans of about fifty-four feet, and the others thirty feet or over.

BEAVER LAKE ROAD.

A new road in the townships of Spence and Monteith, from the Parry Sound Colonization Railway northward.

Work was commenced at lot number seven of the fourth concession of Spence, and continued from thence southward through lot seven of concessions four to one inclusive of the said township, and through the same lot number of the thirteenth and fourteenth concessions of Monteith.

Four miles have been made altogether, leaving nearly two miles yet to be constructed in order that the whole road may be available for its intended use. It will be a most advantageous highway when completed.

BETHUNE 10 AND 11 SIDE LINE ROAD.

This road was intended to be built upon the side line which its name indicates, but it was found impracticable to do so, and it was therefore made on lot number eleven, through concessions three to six inclusive, except about ninety rods in the third concession which followed the side line. Two miles and a-half of new work.

On the Chaffey road from the tenth side line to lot five repairs were made, as this mile and a quarter was found to be almost impassable. The above represents a large amount of work for an expenditure of \$499.16.

BRUNEL ROAD.

The road between Port Sidney and Bobcaygeon road and passing between Lake of Bays (or Trading Lake) and Peninsula Lake.

One mile of substantial repairs were effected between lots twenty-three and twenty-eight of Franklin. Settlers contributed voluntary labor to the extent of some \$8.

CHAFFEY 12 CON. ROAD.

This work consists of a bridge built across East River on lot number twenty, concession twelve of Chaffey. It has a clear span of twenty-seven feet, and length of fifty feet, and is an excellent workmanlike job, costing about \$165. Two dams which caused flooding to a considerable area of land were removed, and about 100 cubic yards of rock blasted from the bed of the creek, thus draining the land and putting roads in the vicinity beyond the reach of floods.

CHISHOLM 10 AND 11 CON. ROAD.

A mile and a-half of rough road opened in the township of Himsworth, between the tenth and eleventh concessions, from lot two to lot nine.

CONGER ROAD.

Somewhat over a mile of a very rough portion was well repaired between concessions one and two on lots eleven and twelve of the township of Foley.

EAGLE LAKE BRIDGE.

This bridge, first erected in 1879, is now under renewal. Its length is three hundred and sixty-one feet, and it will be finished in January or February next.

GERMAN ROAD.

A mile and a half of new road, the work being from Mills road, between concessions ten and eleven, angling through lots twenty-five in the eleventh concession, and lots twenty-four, twenty-three and part of twenty-two in the twelfth concession of the township of Mills.

INDIAN PENINSULA ROADS.

Nineteen and a half miles of repairs, namely : ten miles on the road between Stoke's Bay and Pike's Bay ; four miles between concessions six and seven Eastnor, from lot ten to lot twenty-six ; two miles and a half in the township of Lindsay, on the main road between lots twenty-five and thirty-six ; and three miles of excellent work between lots fifteen and thirty-seven of St. Edmond's township on the Bury road.

JOLY ROAD.

Two miles and a half of repairs and half a mile of new work. The repairs were between lots nine and eighteen, and the new work the extension of the road through lots twenty-six and twenty-seven, all in the township of Joly.

JOSEPH RIVER BRIDGE.

One panel of the bridge raised to permit the passage of small steam craft. It was well and cheaply done.

LAURIER ROAD.

Beginning at the first concession of Himsworth and end of last season's operations, three-quarters of a mile were opened southerly through parts of lots eleven and twelve in the fourteenth concession of Laurier, two hundred and sixteen rods being cross-way-ing through a muskeg which was the only practicable route.

LORIMER LAKE ROAD.

Repairs to a bridge on this road in the township of Ferguson.

MACHAR 5 AND 6 SIDE LINE ROAD.

The construction of a mile and a-quarter between lots five and six, through the third and fourth concessions. Bridging and cross-way-ing to a considerable extent was done over the length named.

McKELLAR 10 AND 11 CON. ROAD.

A mile and a-quarter of new road made from lot number twelve eastward to lot number seven, but deviating into the latter lot and lot eight also, to avoid a small lake, otherwise the road is between the tenth and eleventh concessions.

In addition a bridge eighty-four feet long was covered with plank and the hand-railing renewed. This bridge is on Lorimer Lake road in the same township.

MILLS AND WILSON ROAD.

From about the centre of lot number sixteen to the middle of twenty-eight, two miles and five-eighths of a mile were opened on the town line between the townships of Wilson and McConkey, but with necessary deviations into the fourteenth concession of Wilson, on lots twenty-one, twenty-seven and twenty-eight.

MUSKOKA ROAD.

Three miles of very substantial repairs were effected between Berriedale and Sundridge, beginning at the north town line of Armour.

In the vicinity of Katrine some heavy hills were well improved, and some diversions made, representing about another mile and a quarter of repairs. Also a mile and a-half of road was constructed from the town line between Gurd and Machar, northward to the Westphalia road. In this latter work which was intended to be on the road allowance between lots fifteen and sixteen, the road was opened through lot sixteen in both concessions (cons. one and two, Machar), owing to difficulties upon the side line.

MUSKOKA AND BOBCAYGEON ROAD.

Two and a-half miles of construction through a rough and broken country to reach the Bobcaygeon road, which has been done at a distance of about a mile and three quarters north of Dorset. The work was a continuation of last season's operations, and passes through lots three and two of the third concession, lot one in the second concession and on through the Bobcaygeon road lots in the township of Franklin.

MUSQUOSH ROAD.

This work was the opening of about three quarters of a mile as a diversion to avoid a rough and rocky section where the existing road was little more than a trail. There were also some repairs made over a mile and a quarter of the road from Bala towards Gravenhurst, where, before the present improvements, it was almost impassable.

NEW JERUSALEM ROAD.

The construction of a mile and three quarters from the Muskoka road, from lot twenty to lot twenty-eight of the township of Machar. The road was intended to be upon the road allowance between the twelfth and thirteenth concessions, but on account of natural obstructions, was made into the thirteenth concession, through lots twenty-one to twenty-five inclusive. The work is highly spoken of by the inspector.

NIPISSING ROAD.

Five miles of repairs in the township of Nipissing. The road was overgrown and almost useless, but with the present improvement is travelable between Calendar and Nipissing village.

NORTHERN ROAD.

Repairs from the town line between Hagerman and Croft and the twelfth concession of Ferrie, altogether about ten miles put into fair shape.

NORTH-WEST ROAD.

The restoration of a bridge over Rainy Creek, partially destroyed by fire; the length being, with the cross-way approaches, one hundred and eighteen feet.

OAKLEY BRIDGE.

The renewal of a bridge over Muskoka River on the town line between McLean and Oakley, built originally in 1873. It is one hundred and fifty-seven feet long, and composed chiefly of three truss spans, the main opening being sixty-one feet and the others about thirty-eight and twenty-seven feet respectively. The piers, three in number, were renewed from low water line, otherwise the structure is new throughout, and is an excellent and cheap bridge.

OLD MAN'S CREEK BRIDGE.

A bridge of thirty-three feet clear span and total length of fifty-three feet, well and cheaply built over a creek of the same name on Junction No. 1 road, and on lot number nine in the eleventh concession of the township of Spence.

PARRY SOUND ROAD.

This expenditure was for the general improvement of the road in the township of Humphrey, and consisted chiefly in filling up permanently bridge approaches, repairing a bridge over White Oak Creek, with other work for the general advantage.

PRINGLE ROAD.

A mile and a half of new road as a continuation of work of two years ago. This year the work was through lots two and three in concession eleven, and lots one and two in the twelfth concession to the road allowance between concessions twelve and thirteen, all in the township of Pringle. Fifty dollars of the money were spent on the Northern road near Commanda in the repairing of two very rough hills.

SEGUIN RIVER BRIDGE.

Necessary repairs reported by the inspector as required to make the bridge safe. It is on the Nipissing road.

SIMPSON ROAD.

This road work was more properly on the Golden Valley road and the Northern road consisting in the first place, of work on the latter road extending from repairs made two years ago to the first named road and thence along the Golden Valley road, making altogether two miles and a-half of substantial work.

SOUTH FALLS BRIDGE.

A bridge seventy-eight feet long with main span of forty feet in the clear, and is the renewal of one built many years ago. It is on the Muskoka Road about four miles south of Bracebridge.

SOUTH RIVER BRIDGE.

A new structure one hundred and twenty-three feet long resting upon pile piers and with a main opening of sixty feet.

STISTED ROAD.

Is between lots ten and eleven of McMurrich and was repaired between concessions one and seven—one and three-quarter mile.

STRONG TOWNSHIP ROADS.

About four miles altogether of repairing two and a-half being made between concessions four and nine of the thirtieth side line ; a mile and a-quarter of a portion previously chopped out, now grubbed and graded, and the improvement of a hill opposite lot seventeen of the tenth concession, the latter costing over three hundred dollars.

UTTERSON BRIDGE.

A floating bridge six hundred and forty-three feet long built across "Long" or Weirs Lake on Utterson road in the township of Stephenson. It is formed of four heavy dry pine stringers, covering of two-inch pine plank fourteen feet long, and a hand railing its entire length.

WESTPHALIA ROAD.

An extension eastward between the second and third concessions of Himsworth from lot twenty-six, somewhat over half a mile.

EAST DIVISION.

ABINGER AND MILLER TOWN LINE ROAD.

A road practically on the town line between Abinger and Miller and was built this year from the north end of lot number one concession five Abinger to lot number two in the third concession—two miles. Across the outlet of Yeoman's creek a bridge six hundred and seventy-five feet long with approaches was built upon rough piers ranging from four to fifteen feet high.

ADDINGTON ROAD.

Fifteen miles of repairs between Kaladar and Oloyne ; two and a-half from the Mississippi road southward ; and on the Mississippi and Addington Junction road three miles, twenty and a-half miles altogether.

ALICE 10 AND 11 CON. ROAD.

This work was chiefly putting in a large cedar culvert sixteen feet high and reducing the gradients of the hills upon each side to make the road passable.

ARDEN ROAD

Repairs from lot number twelve concession nine Kennebec eastward to lot five concession one, Olden ; some six miles of general improvement.

BELMONT ROAD.

This road lies between Havelock station of the Canadian Pacific Railway, and Methuen Road, passing through the townships of Belmont and Methuen. The repairs made this season were over ten miles of the road from lot twenty-three, concession eight, Belmont northward. The county of Peterborough contributed \$100 and the townships of Belmont and Methuen \$50 towards the work.

BOBCAYGEON ROAD.

About fourteen miles were repaired, but the chief outlay was upon two heavy hills, one being seven miles, and the other about twelve miles south of Kinmount.

BONFIELD 4 AND 5 CON. ROAD.

This work was commenced at lot number eleven and continued westward a mile and a-half to a mill—a useful work and well done.

BONFIELD 15 AND 16 SIDE LINE ROAD.

One mile well opened, ditched and graded through the ninth and tenth concessions.

BOOTH ROAD.

The construction of a mile and three-quarters from lot thirty-two in the fourteenth concession (end of last year's work) to lot twenty-six concession sixteen of the township of Anstruther.

BRENNAN'S CREEK BRIDGE.

A substantial bridge built over Brennan's creek near the village of Killaloe at a cost of \$272.46 as certified by the reeve of the municipality. The grant of \$100 is a contribution towards the same.

BROMLEY PROOF LINE ROAD.

This road is the line between lots nine and ten in concession eight of Bromley, and is a new work about one mile in length opened fairly well for the small sum of \$152.37.

BUCKHORN ROAD.

Six miles of repairs in the township of Cavendish and two miles on the southerly end of the road, and towards which latter and three miles of repairs made on the southerly end of the Burleigh road, the county of Peterborough and municipality of Smith contributed each \$75.

BURLEIGH ROAD.

Through the townships of Burleigh and Chandos, twenty miles of repairs were effected and three miles at the south end of the road as mentioned in the preceding paragraph concerning Buckhorn road and the county and municipal grants.

CALDWELL ROAD.

Four miles of construction beginning at lot five, concession six, Kirkpatrick, and continuing west to lot number one in the sixth concession of Dunnet—a valuable road.

CALLENDER AND NORTH BAY ROAD.

From lot number four, concession seven of Ferris (and near the railway crossing) north-westerly to Thorncliffe station, a length of seven and a half miles, three miles have been graded and the balance chopped out twenty-five feet wide and fairly levelled. Two miles were new work, the balance repairs.

CALVIN, 4 CON. ROAD.

Construction from lot number ten, concession four to lot number nine, concession two of the township of Calvin, a mile and three-quarters, a portion of which was roughly opened two years ago.

CAMERON AND PAPINEAU TOWN LINE ROAD.

About two miles of new work dating from the Pembroke and Mattawa road from whence work was continued southward down the boundary line to range "B" and passing it about three hundreds yards, and thence eastward bending northward however to avoid certain obstacles but returning to range "B."

CARLOW BRIDGE.

On the Carlow road in the township of Carlow, replaces one built in 1874.

The present structure is two hundred and fifty-five feet long, resting on six piers and two abutments of various heights, the greatest being fourteen and least five feet, and the spans or openings twenty-three to thirty feet.

CAVENDISH ROADS.

The principal work in this instance was the extension of White Lake road to Buckhorn road, from the road allowance between lots twenty and twenty-one, concession fifteen northward through the eighteenth concession, nearly three miles, one-half of which was opened anew, and the balance general grading and ditching. Again from lot number three eastward along the eighteenth concession, six miles were well repaired and half a mile constructed, representing altogether about two miles of new road opened and seven and a-half repaired.

CLARE RIVER BRIDGE.

The County Council of Lennox and Addington voted the sum of \$800 for the purpose of making permanent approaches to his bridge which has been done in a satisfactory manner. The government grant is for the completion of the renewal, and the work is in progress but not yet fully accomplished. A bridge was first built upon this site about thirty-three years ago and was renewed in 1874, so that the life of the bridge now replaced was eighteen years.

COBDEN ROAD.

Seven miles of repairs from one mile east of Cobden towards Eganville. This portion of road is upon a heavy clay flat and could only be permanently improved by gravelling which involved much team-work and long hauls.

DALTON 25 AND 26 SIDE LINE ROAD.

This work is from the ninth concession northward for about two and a-quarter miles, three-fourths of a mile being completed and the balance only chopped, cross-wayed and brushed. Timber for piers of a bridge called "Kehoe's" is on the ground but owing to high water could not be built.

DEVIL LAKE BRIDGE.

This structure now under renewal is on Perth road and crosses an arm of Devil Lake near Bedford Mills. It is two hundred and sixteen feet long and was built by this Department in 1878. The winter season is selected for the work upon the report of the inspector that then it could be done more cheaply than in the summer.

DOUGLAS AND CLONTARF ROAD.

Two miles and a-half of road previously chopped out by the settlers and now made travelable. It is from the road between the sixteenth and seventeenth concessions of Grattan, from lot thirty one southward.

DUMMER 9 CON. ROAD.

This road is one leading from or near Norwood, northward to Stony Lake about fourteen miles. The work this season was between lots six and twenty-eight, some seven and a-half miles which have been materially improved, while it is reported as requiring further outlay before it can be said to be in good condition for general traffic. The County gave \$50 and the Township of Dummer \$50 towards the work.

EAU CLAIRE ROAD AND BRIDGE.

A bridge three hundred and eighty-six feet long, built over Amable Du Fond River, practically at Eau Claire station of the Canadian Pacific Railway, (lot 18 concessions seven and eight Calvin).

The main portion is composed of two openings of forty-eight and forty-six feet, the balance being trestle work. An intervening island separates the work into two parts and hence the inhabitants have christened it "the Twin Bridges."

Its cost with the road-work and approaches exceed the appropriation somewhat but it is, notwithstanding, an excellent and cheap structure, carefully built according to plan and instructions.

FRASER 5 AND 6 SIDE LINE ROAD.

One mile of new work from the road allowance between the eighth and ninth concessions of Fraser southward between lots five and six. It is cut out twenty feet wide and made generally passable throughout.

GALWAY AND CAVENDISH ROADS.

Six miles of repairs and two miles of construction. The work was between the fourteenth and fifteenth concessions of Galway and Cavendish, the repairs being from lot seventeen of Galway eastward and the new work from lot number nine of Cavendish eastward to Buckhorn road.

In addition to the above, a road was brushed and roughly opened into Salmon Lake to give settlers means of access to the above road.

GANNON'S NARROW ROAD.

About four and a-half miles of repairs in the township of Ennismore, the County of Peterborough and Council of Ennismore contributing each \$50.

GRATTAN AND SOUTH ALGONA ROAD.

This work is in the twentieth concession of Grattan between lots thirty and thirty-one, consisting of one mile of repairs.

HAGARTY AND BRUDENELL ROAD.

One mile graded through from lot seventeen to lot twenty-one, the road being on the sixteenth line of Brudenell.

HAGARTY 5 AND 6 CON. ROAD.

A new road opened across lots twenty-six to thirty both inclusive. The work is between the sixth and seventh concession line, and not as above which was an error in the estimates. Eight miles were repaired in the townships of Sherwood and Jones of the Opeongo road, and is included in this expenditure.

HAGARTY 15 AND 16 SIDE LINE ROAD.

Another new piece of work a little less than three quarters of a mile long, extending from the town line between Hagarty and Brudenell, through concession "A" of Hagarty and between the lots indicated by the name which the road bears.

HASTINGS ROAD.

Between Rathbun station and Bancroft fifteen miles were repaired, and again from McKenzie's Lake, which is about twelve miles north of Peterson road, ten miles northward were improved.

HYDES' CHUTE AND SANSON ROAD.

Six and a-half miles repaired from the point known as "Strain's Corners," to the Opeongo road. Many deviations were made and the road very much improved.

INDIAN RIVER BRIDGE.

This bridge was largely renewed as to its superstructure, new chords and new truss being introduced, and the entire structure raised two feet. It is situate on lot twenty-one, concession "A" of the Township of Alice.

LAKE CLEAR AND LYNDOCH ROAD.

Repairs in the Townships of Sebastopol and Lyndoch from Opeongo road southward five miles and a-half.

LARCHWOOD ROAD.

This road, or portion of one, was opened last year for winter use, and this season completed for more general traffic.

The work is from Larchwood station of the C. P. Railway eastward, following the railway along its limit one mile to the line between lots ten and eleven of the third concession of Balfour, thence south to the boundary between the above-named township and Creighton; thence east half-a-mile, and thence south to Chelmsford or Whitson Creek, the work ending on lot number ten in the sixth concession of Creighton, and covering about five miles.

LOUGHBORO' LAKE BRIDGE.

A bridge spanning the narrows of Loughboro Lake on the Kingston and Perth road. A portion is being raised about five feet to allow the passage of steamers which may trade on these waters and which will doubtless be advantageous to residents and intending settlers.

McKIM 4 CON. ROAD.

This work is from lot number four of concession five eastward two miles, which have been fairly well graded throughout.

MATTAWA ROAD.

Repairs beginning at lot twenty-three and ending at thirty-eight in the township of Maria, a length of about six miles of satisfactory work.

MATTAWA AND CALLENDER ROAD.

Two and a-half miles have been very well graded, and an equal length repaired. Grading was begun at the end of last year's work, and continued westward towards Callender.

METHUEN ROAD.

Seven miles of repairs through the Township of Chandos.

MISSISSIPPI JUNCTION BRIDGE AND ROAD.

The principal work was repairing and re-covering a bridge over Mississippi River about lot twenty-one between the first and second concessions of Palmerston. It is a large bridge, with two spans of sixty-five feet each, and was reduced in length eighty feet by permanent filling in.

Three miles of the road were also more or less repaired between the bridge and Mississippi road.

MOUNTAIN GROVE ROAD.

Repairs from Mountain Grove station on the Canadian Pacific Railway (lot 13 on line between concessions 2 and 3 Olden) south-westerly to lot number one in the first concession; altogether about seven miles. A number of culverts (13) were renewed, and the road generally very much improved.

MUD LAKE AND KILLALOE ROAD.

Two miles improved in Hagarty, and three and a-half from about half-a-mile west of the boundary between Algona and Grattan eastward, or five miles and a-half altogether.

NEW CARLOW BRIDGE.

A trestle bridge two hundred and twenty-five feet long built over Papineau Creek on lot number six in the thirteenth concession of the Township of Carlow.

NOGET'S CREEK ROAD.

This road, which before was simply a trail, has been very materially improved over three miles beginning at lot number twenty-five in the seventeenth concession, and continuing northward to lot thirty-one, all in the Township of Harvey.

NORTH BAY AND NIPISSING JUNCTION ROAD.

A road which completes connection between Mattawa and North Bay. The work is from the west side of lot eighteen, concession "D" Widdifield, eastward about a mile and a-half to the east side of lot number seventeen in the same concession, when the Trout Lake and Nipissing Junction road is reached. About half of the above road is graded; the balance, owing to unfavorable weather, was left good only for winter use.

NORTH BAY AND TEMISCAMINGUE ROAD.

Eight and a-half miles of repairs from "B" concession of Widdifield north-eastward to the third concession. This portion of the road is now reported as in good condition.

NORTH BAY AND WIDDIFIELD ROAD.

This work was chiefly a deviation on lot seventeen, concession "B" Widdifield, to avoid a very heavy hill, but the road was also more or less improved over five miles to Duchesnay Creek.

NORTH HARVEY ROAD.

Construction was begun at lot number ten on the west side of the eighth concession of Harvey and continued to the east side of the seventh concession, a length of about two miles. In addition to this, substantial repairs were made from lot number twenty, concession ten, westward two miles.

NOSBONSING ROAD.

Three miles were opened from lot number three of the fourth concession of Bonfield to lot twenty-three in the eighteenth concession of Chisholm, through rough and stony ground. One mile of the older portion was repaired.

NOSBONSING AND SOUTH EAST BAY ROAD.

Two and a-half miles of construction from Nosbonsing Lake, lot nineteen, concession two, Chisholm, to lot number twenty-five in the fourth concession of Ferris, and three miles of repairs additional in the latter township.

OPEONGO ROAD.

The repairs upon this road aggregate twenty-two miles, and were done in five different sections, extending from the Township of Admaston to eight miles west of Brudenell.

OTTAWA RIVER AND MATTAWAN 13 AND 14 CON. ROADS.

These two roads which, meeting together become practically one, are in the township of Mattawan. The work consisted altogether of four miles of substantial grading, beginning on the line between concessions ten and eleven at lot twenty-six, extending northward to lot twenty-four of concession fourteen, about two miles, and thence westward two miles.

PALMER RAPIDS AND SNAKE CREEK ROAD.

A road in the Township of Raglan from the Palmer Rapids road on the south side of the Madawaska River eastward along the said river four miles, and thence southward five miles. The first four miles were repaired throughout, and on the second portion about three hundred and twenty yards of cross-waying were built, thus making a fair wagon road into the settlement which the road serves.

PAPINEAU, 12 AND 13 CON. ROAD.

Three miles of repairs, two of which were ditched and graded and the balance grubbed, levelled and cross-wayed. The work is between lots twenty-one and thirty-one.

PETERSON BRANCH ROAD.

This road, which is a stage route and very much used, was repaired between Brudenell and the Madawaska River over ten miles of its length.

PETEWAWA, 15 AND 16 SIDE LINE ROAD.

Five-eighths of a mile constructed from the fourth and fifth concession line southward, between the lots indicated. It is grubbed and levelled about eighteen feet wide and formed into a good highway.

POWASSAN AND CALENDER ROAD.

The construction of two miles, and repair of two more; the road now reaching to lot twenty-four of concession eleven, Chisholm. A bridge of two spans, twenty-eight feet and thirty-four feet, and requiring eighty-eight feet of covering was also built with the appropriation.

QUEEN'S LINE ROAD.

The road allowance between lots fifteen and sixteen, Galway, and repaired between the tenth and twelfth concessions—a mile and a quarter. The line was a succession of gullies which made the distance almost impassable before the present improvements.

RAYSIDE ROAD.

A mile and a quarter opened from lot number six in the sixth concession, eastward. This highway is now built from Rayside station, north three and a half miles, and again east one mile, serving, it is understood, some seventy-five settlers, and if continued eastward into Blezard about two and a half or three miles further would reach another belt of farming land.

REID ROAD.

This is three miles of entirely new work, but necessarily of a cheap character, the sum at disposal being small. The road is mostly upon the blind line between the fifteenth and sixteenth concessions of Galway, which is opened to lot number sixteen. The county of Peterborough contributed \$100, and the township of Galway \$50, so that the government's outlay was only \$219.23.

ROUND LAKE ROAD.

Repairs from lot twenty-eight, concession eight, Belmont, to lot twenty-seven, concession ten, one mile and three-fourths of a mile.

SANDY LAKE ROAD.

A road between Sandy Lake and Hall's Bridge, in the township of Harvey and approximately between lots seven and eight. Three and a half miles repaired.

SOMERVILLE ROAD.

This work is on the eighth and ninth concession line of the township after which the road is named, and is from lot number five to number eight, a length of one mile. It opens for settlers and travellers a much shorter route to the railway and to Fenelon Falls than they had heretofore.

SOUTH ALGONA ROAD.

The road allowance between the second and third concessions of South Algona and opened from lot number one westward to lot number six. One mile was entirely new work, the balance—half a mile—having been roughly opened at an earlier date.

STAFFORD ROAD.

The ditching and grading of two miles in the southerly end of Stafford, between lots six and seven, through the third and fourth concessions.

STONE DAM AND DESERT LAKE ROAD.

This is a road about six miles long extending between lot number eight, in the eleventh concession of Portland and the north-east corner of the township, and continuing to lot number three, concession fourteen, Loughborough. Settlers had chopped out and made the road roughly passable, and this year the entire distance was graded, and a quarter of a mile deviation made through lot seven in concession twelve, Portland—an especially rough section.

STONY LAKE ROAD.

Five and a half miles of repairs on this road, which is practically on the line between lots twenty-nine and thirty, through concessions seven to twelve inclusive. The County of Peterborough and the Township of Dummer contributed each \$25 to supplement the government grant of \$100.

STURGEON FALLS ROAD.

Between Verner Station and Sturgeon Falls, in the townships of Caldwell and Springer, nine miles of repairs were made, reaching within two miles of Sturgeon Falls.

STURGEON RIVER ROAD.

A road now opened from Sturgeon Falls, north through the township of Springer to the south boundary of Field, and is on the line between lots numbered four and five. The last three miles is new work this season, while in addition, two miles were repaired through the second and third concessions.

SUDBURY ROAD.

Between Chelmsford and Sudbury nearly eleven miles were generally improved, and of construction one and a quarter mile was opened from the termination of last year's operations westward to meet Larchwood road previously described.

SUDBURY AND BLEZARD ROAD.

Altogether about four miles of repairs were made, the principal work being, however, upon a low-lying portion, which, in order to protect it from flooding, was raised some eighteen inches for about three-quarters of a mile. The work is very highly spoken of.

SUDBURY AND NEELON ROAD.

From lot number five, in the third concession of McKim, this road was extended eastward, following very nearly the railway line two and a half miles, two of which were fairly graded and the balance cut out and levelled.

SUDBURY AND WHITEFISH LAKE ROAD.

Six and a-half miles of work, four miles being almost new work and the balance repairs. Operations were from lot number five of the fifth concession of Waters south-westerly, following the general course of the railway towards Norton station, and now forming a fair highway from Sudbury to the end of this work.

TRAFFORD AND TAMWORTH ROAD.

This road begins on the line between lots two and three in the thirteenth concession of the township of Sheffield, extending westerly to Tamworth, and the work this season was from the point of beginning westward one and a-quarter mile. The road had been opened by the settlers, but this was a low and difficult portion to build. The distance mentioned has been properly graded and made a good road.

TROUT LAKE ROAD.

Three miles of road opened, one-half of which is properly graded and the balance chopped and made ready for grading and ditching. The work was commenced at lot fifteen, concession thirteen, Widdifield, and continued in an angling course to lot number nine.

VEUVE RIVER BRIDGE.

A bridge now under construction over Veuve River between lots eight and nine in the fourth concession of Caldwell and practically at Verner station, Canadian Pacific Railway. It will be two hundred and six feet long with main span of fifty-eight feet

in the clear, two of thirty-six feet each, and approaches. It will rest upon pile piers, the piles being about fifty feet long, driven eighteen to twenty-six feet into clay and in water sixteen to eighteen feet deep, increasing in time of spring freshet to as much as twenty-five feet.

WAHNAPITAE ROAD.

The improvement of what had in the past two years been opened as a rough winter road. Eight miles have been formed into a very fair general highway from near Wahnapiatae station northward or nearly two-thirds of the distance between the station and lake of the same name.

WEST RIDEAU LAKE BRIDGE.

This bridge is situate on lot number nineteen in the ninth concession of Bedford, on the road between Fermoy and Westport, and is across a bay of West Rideau Lake the waters of which, in consequence of improvements by the Dominion Government on the Rideau Canal, had raised the water and flooded the road, damaging the bridge. The work consisted in the filling up permanently of four hundred and fifty feet of the bridge by an embankment three feet above the water line, leaving an opening or water-way of sixteen feet which was substantially bridged. Two miles of repairs were made eastward and a mile and a-half westward of the above bridge.

WHITSON CREEK BRIDGE.

A bridge built over Whitson or Chelmsford Creek at the south end of Larchwood road, lot number ten, concession six, Creighton. Its length is eighty-three feet, width fourteen feet, main span thirty-five feet in the clear, resting on piers ten and thirteen feet high respectively. The piers are filled with stone, and the structure is firm and strong throughout.

WILBERFORCE AND NORTH ALGONA T. L. ROAD.

This work is on the town line between the townships mentioned across the eighteenth and nineteenth concessions. The distance, one mile and a-quarter, which had been roughly chopped out by the settlers, is now graded and ditched,

WILBERFORCE 20TH AND 21ST SIDE LINE ROAD.

A little below three-quarters of a mile of a new road made as a necessity to reach a German settlement, and is a continuation of a work commenced at an earlier period.

WISAWASA ROAD.

The opening of two and a-quarter miles, beginning between lots nineteen and twenty in the third concession of Ferris, and ending at lot eleven in the fourteenth concession of Chisholm. The last mile is only chopped out and levelled, the balance is graded in addition.

YORK RIVER BRIDGE.

A new structure built over York River west of the Hastings road in the township of Herschel. Its length is one hundred and eight feet, having a main span of forty-eight and a-half feet, resting upon two cedar piers, and is reported as an excellent piece of workmanship throughout.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES IN THE YEAR 1892.

Name of work.	Departmental expenditure.		Total departmental expenditure.	Municipal and other expenditure.
	Cash.	Supplies.		
NORTH DIVISION.	\$ c.	\$ c.	\$ c.	\$ c.
Batchawanning.....Road	755 62		755 62	
Bruce Mines and Desert Lake....."	598 04		598 04	
Cockburn Island.....Roads	499 67		499 67	
Coffin.....Road and Bridge	502 09		502 09	
Dorion.....Road	1,268 51		1,268 51	
Echo River.....Bridge	991 14		991 14	
Goulais River....."	3,108 18	424 64	3,532 82	
Grand Portage.....Road	814 29		814 29	
Grassy River (balance of 1891)....."	114 56		114 56	
Great Northern....."	950 00		950 00	
Honora Bay....."	992 44		992 44	
Inspection (including part of 1891)....."	1,997 10		1,997 10	
Iron Bridge.....Road	100 35		100 35	
Kaministiquia.....Bridge	414 04		414 04	
Manitoulin Island.....Roads	300 45		300 45	
McKenzie Creek.....Bridge	150 02		150 02	69 87
Ouimet and Black Bay (balance of 1891).....Road	47 18		47 18	200 00
Patton....."	802 11		802 11	
Pine River Road (balance of 1891)....."	29 51		29 51	
Point de Meuron.....Bridge	397 14		397 14	
Rabbit Mountain and Whitefish Lake.....Road	1,041 38		1,041 38	
Rainy River (balance of 1891)....."	32 83		32 83	
"....."	6,242 09		6,242 09	
" Trail....."	40 00		40 00	
Rat Portage and Keewatin (balance)....."	19 42		19 42	
"....."	598 14		598 14	
Rat Portage and Rainy River (balance)....."	14 98		14 98	
Spanish River....."	835 94	125 13	961 07	
Ten Mile Point and Sandfield and West Bay....."	327 54		327 54	
Thessalon and Bright....."	198 08		198 08	
Webbwood....."	904 00	134 38	1,038 47	
White River.....Bridge	500 00		500 00	
			26,271 08	
WEST DIVISION.				
Ah-mic Harbour and Burk's Falls.....Road	393 67		393 67	
Alsace....."	403 94		403 94	
Armour....."	719 80		719 80	
Baysville.....Bridge	1,210 00	89 11	1,299 11	
Beaver Lake.....Road	1,350 00		1,350 00	
Bethune, 10th and 11th side line....."	499 16		499 16	
Brunel....."	309 00		309 00	
Chaffey, 12th Concession....."	378 54		378 54	
Chisholm, 10th and 11th Concession....."	497 05		497 05	
Conger....."	289 55		289 55	
Dorset....."	50 00		50 00	
Eagle Lake.....Bridge	850 00		850 00	
German.....Road	400 00		400 00	
Indian Peninsula.....Roads	1,738 39		1,738 39	
Inspection....."	1,509 65		1,509 65	
Joly.....Road	527 25		527 25	
Joseph River.....Bridge	121 56		121 56	
Katrine (balance of 1890)....."	10 03		10 03	
Laurier.....Road	499 50		499 50	
Lorimer Lake....."	66 96		66 96	
Machar, 5th and 6th side line....."	508 83		508 83	
McKellar, 10th and 11th Concession....."	488 44		488 44	
Mills and Wilson....."	700 00		700 00	
Muskoka....."	1,362 01	44 75	1,406 76	
Muskoka and Bobcaygeon....."	810 90		810 90	
Musquosh....."	252 70		252 70	

SUMMARY OF EXPENDITURE, ETC.—Continued.

Name of work.	Departmental expenditure.		Total departmental expenditure.	Municipal and other expenditure.
	Cash.	Supplies.		
WEST DIVISION.—Continued.				
	\$	c.	\$	c.
New Jerusalem Road	455	24	44	75
Nipissing "	504	62		
Northern "	500	00		
Northwest "	75	00		
Oakley Bridge	860	00	89	93
Old Man's Creek "	206	33		
Parry Sound Road	490	42		
Pile Hammer "	50	00		
Pringle Road	513	74		
Seguin River Bridge	73	15		
Shawanaga and Naiscoodtyonge (balance 1891). "	21	40		
Simpson Road	700	00		
South Falls Bridge	341	97		
South River "	500	00	44	58
Stisted Road	267	32		
Strong Township Roads	894	32		
Utterson Bridge	640	00		
Westphalia Road	300	22		
			23,653	78
EAST DIVISION.				
	\$	c.	\$	c.
Abinger and Miller, T. L. Road	498	13		
Addington "	1,349	06		
Alice, 10th and 11th Concession "	200	00		
Anstruther (balance of 1891) "	11	23		
Arden "	500	00		
Belmont "	410	62		
Bobcaygeon "	774	68		
Bonfield, 4th and 5th Concession "	480	00		
Bonfield, 15th and 16th side line. "	250	01		
Booth (including balance of 1891). "	420	59		
Brennan's Creek Bridge	100	00		
Bromley Proof Line Road	152	37		
Buckhorn "	1,198	29		
Buckhorn and Burleigh "	173	25		
Burleigh (including balance of 1891) "	488	10		
Caldwell "	825	84		
Callender and North Bay "	690	00		
Calvin, 4th Concession "	301	06		
Cameron and Papineau, T. L. "	502	17		
Carlow Bridge	787	66		
Cavendish Roads	608	21		
Chandos (balance of 1891). "	13	12		
Clare River Bridge	800	00		
Cobden Road	775	84		
Dalton, 25th and 26th side line. "	395	25		
Devil Lake Bridge	400	00		
Douglas and Clontarf Road	500	00		
Dummer, 9th Concession "	207	00		
Eau Claire Road and Bridge	1,310	04	87	26
Fraser, 5th and 6th side line Road	200	50		
Galway and Cavendish. Roads	859	85		
Gannon's Narrows "	102	30		
Grattan and South Algona "	400	00		
Hagarty and Brudenel "	406	82		
Hagarty, 5th and 6th Concession "	700	00		
Hagarty, 15th and 16th side line "	301	93		
Hastings "	1,627	21		
Hyde's Chute and Sanson "	569	61		
Indian River Bridge	202	32		
Inspection Road	2,971	90		
Lake Clear and Lyndoch. "	504	45		
Larchwood "	1,366	25	106	63
Loborough Lake Bridge	200	00		

SUMMARY OF EXPENDITURE, ETC.—*Concluded.*

Name of Work.	Departmental expenditure.		Total departmental expenditure.	Municipal and other expenditure.
	Cash.	\$ c.		
EAST DIVISION.—Continued.				
	\$	c.	\$	c.
McKim, 4th Concession.....Road	304	50	304	50
Mattawa....."	480	00	480	00
Mattawa and Callender....."	799	14	799	14
Methuen (including balance of 1891)....."	350	03	350	03
Mississippi (balance of 1891)....."	19	62	19	62
Mississippi Junction.....Bridge and "	412	89	412	89
Mountain Grove....."	397	13	397	13
Mud Lake and Killaloe....."	761	19	761	19
Murchison (balance of 1891).....Bridge	115	89	115	89
New Carlow....."	498	98	498	98
Nogey's Creek.....Road	313	67	313	67
North Bay and Nipissing Junction....."	400	32	400	32
North Bay and Temiscamingue....."	601	00	601	00
North Bay and Widdifield....."	525	77	525	77
North Harvey....."	763	82	763	82
Nosbonsing....."	916	40	84	20
Nosbonsing and Southwest Bay....."	725	83	1,000	60
Opeongo....."	1,303	59	725	83
Ottawa River and Mattawan, 13th and 14th Con. Roads	805	58	1,303	59
Palmer Rapids and Snake Creek.....Road	740	15	805	58
Papineau, 12th and 13th Concession....."	499	97	740	15
Peterson branch....."	400	00	499	97
Petewawa, 15th and 16th side line....."	200	00	400	00
Powassan and Callender....."	874	66	200	00
Queen's Line....."	322	49	125	13
Rayside....."	508	90	999	79
Reid....."	219	23	322	49
Round Lake....."	208	06	508	90
Sandy Lake....."	113	28	219	23
Somerville....."	125	08	208	06
South Algona....."	402	00	113	28
Stafford....."	508	80	125	08
Stone Dam and Desert Lake....."	808	66	402	00
Stony Lake....."	106	75	508	80
Sturgeon Falls....."	480	00	808	66
Sturgeon River, (including balance of 1891)....."	1,039	13	106	75
Sudbury....."	791	35	480	00
Sudbury and Blezard....."	658	40	1,039	13
Sudbury and Nelson....."	900	00	791	35
Sudbury and Whitefish Lake....."	500	00	658	40
Trafford and Tamworth....."	394	77	900	00
Trout Lake....."	600	00	500	00
Veuve River.....Bridge	950	00	394	77
Wahnapiitae (including balance of 1891).....Road	1,818	82	600	00
West Rideau Lake.....Bridge	590	51	950	00
Whitson Creek....."	273	08	2,106	13
Wilberforce and North Algona T. L.....Road	399	75	590	51
Wilberforce, 20th and 21st side line....."	199	55	273	08
Wisawasa....."	867	07	399	75
York River.....Bridge	508	53	199	55
			867	07
			508	53
			53,730	53

RECAPITULATION.

	Departmental expenditure.	Municipal and other grants.
	\$ c.	\$ c.
I. North Division	26,271 08	269 87
II. West Division	23,653 78	
III. East Division	53,730 53	900 00
Total Departmental Expenditure	103,655 39	

MUNICIPAL AND OTHER GRANTS REFERRED TO IN SUMMARY.

Municipality of Oliver	\$69 87
Ogema Mining Co	200 00
County of Peterborough	550 00
Harvey Township	50 00
Ennismore Township	50 00
Galway Township	50 00
Belmont and Methuen Townships	50 00
Smith Township	75 00
Dummer Township	75 00

HENRY SMITH,
Superintendent of Colonization Roads.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1892.

APPENDIX No. 36.

List of Persons to whom Culler's Licenses have been issued under The Ontario Cullers' Act, up to 31st December, 1892.

Name.	P. O. Address.	Name.	P. O. Address.
Anderson, M. M.	Almonte	Benson, John W.	Sturgeon Bay
Allan, James D.	Bracebridge	Beck, Charles M. jr.	Penetanguishene
Appleton, Erwin B.	Bracebridge	Beatty, W. J.	Coldwater
Albert, Andrew	Ottawa	Burns, C. W. jr.	South River
Adams, J. Q.	Longford Mills	Bell, John Henry	Burk's Falls
Anderson, Patrick J.	Campbellford	Bettes, John Hiram	Muskoka Mills
Anderson, J. C.	Gravenhurst	Brady, John	Renfrew
Allan, Alfred	Ottawa	Beattie, W. J.	Arnprior
Aikins, Geo. M.	French River		
Appleby, Ridley	Katrine	Callaghan, Dennis.	Trenton
Adams, James M.	Sault Ste. Marie	Campbell, Alexander J.	Trenton
Aylward, James	Peterborough	Carson, James	Bracebridge
Archibald, John L.	Keewatin	Campbell, J. M.	Bracebridge
Austin, Wm. G.	Renfrew	Campbell, Robert	Bracebridge
Anderson, Charles	Little Current	Clairmont, Joseph	Campbellford
Anderson, John	Cartier	Clarkson, Robert J.	Parry Sound
Adair, Thomas Albert	Gananoque	Carruthers, Aaron	Hintonburg
Anderson, J. G.	Alpena, Mich	Calder, Wm. J.	Bark Lake
		Chew, Joseph	Gravenhurst
Boland, Abraham	Cartier	Cole, James Colin	Ottawa
Brown, Singleton	Bracebridge	Cameron, William	Collins Inlet
Barry, Thomas James	Hastings	Cain, Robert	Midland
Blanchet, Paul Frederick	Ottawa	Crawford, Stephen W.	Thessalon
Bird, W. S.	Parry Sound	Cochrane, George	Peterborough
Bayley, James T.	Gravenhurst	Coburn, John	Lindsay
Bell, Henry	Ottawa	Crowe, Nathaniel	Bobcaygeon
Beach, Herbert Mahlon	Ottawa	Cameron, Alexander	Norman
Barry, Thomas	Millbridge	Chrysler, Frank R. L.	Webbwood
Beaty, W. R.	Parry Sound	Carson, Hugh	Rat Portage
Brooks, Frederick William	Mackey's Station	Carson, Melvin	Little Current
Brown, Robert D.	Port Sydney	Cameron, John K.	Spanish River
Breed, Arthur G.	Penetanguishene	Cassidy, William	Little Current
Barnes, Thomas George Lee	Muskoka Mills	Campbell, Archibald J.	Little Current
Buchanan, Robert	Coldwater	Close, John L.	Arnprior
Beck, Jacob Frederick	Penetanguishene	Campbell, James R.	Eganville
Bird, Joseph Manly	Muskoka Mills	Campbell, John A.	Galetta
Boyd, John F.	Thessalon	Caillier, Hyacinthe	Arnprior
Brandon, Martin W.	Peterborough	Chamberlin, Thomas	Bobcaygeon
Bell, John C.	Peterborough	Cooper, David Allan	Millbrook
Bartlett, George W.	Warren	Cox, Henry	Bellerica, Que.
Brown, Silas	Klock's Mills	Currie, James	Ottawa
Boland, W. G.	Eganville	Clarkson, A. E.	Midland
Baulke, George R.	Aylmer, Que.	Clairmont, E.	Gravenhurst
Bromley, Thomas	Pembroke	Cameron, W. F.	Sturgeon Bay
Bremner, John L.	Admaston	Connelly, Daniel	Gravenhurst
Bromley, W. H.	Pembroke	Campbell, P. C.	Sault Ste. Marie
Bowers, Isaac	Little Current	Cadenhead, Alexander	Midland
Brown, Thomas	Barrie	Carpenter, E. J.	Arnprior
Bass, Walter R.	West Huntingdon	Christie, William Pringle	Savern Bridge
Bates, Robert	Rat Portage		
Bick, Thomas	Bobcaygeon	Durrill, John W.	Ottawa
Bray, James	Kinmount	Dickson, John	Sundridge
Bissell, George Thomas	Trenton	Danter, R. W.	Parry Sound
Baxter Richard	Deseronto	Doyle, T. J.	Eau Claire
Breaugh, Edward	Deseronto	Dobie, Alexander R.	Blind River
Boyd, George A.	Thessalon	Donally, Richard S.	Sudbury
Buchan, Frederick	Arnprior	Devine, William	Cook's Mills
Barrett Patrick	Arnprior	Durrill, William	Nosbonsing
Brundage, Alfred W.	Pembroke	Draper, Patrick	Quyon, Que.
Brougham, Thomas	Eganville	Davis, J. P.	Bobcaygeon
Blair, Robert J.	Arnprior	Drum, Patrick	Belleville

APPENDIX No. 36.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Durham, Edgar S.....	Rosseau	Harett, James.....	Gilmour
Duquette, Charles.....	Webbwood	Hayes, James.....	Enterprise
Davis, William Albert.....	Bobcaygeon	Huckson, A. H.....	French River
Dickson, Robert Alexander ..	Keene	Howe, Alexander	Queensborough
Dawkins, John	Gravenhurst	Hurd, Edwin.....	Hurdville
Doxsee, James E	Gravenhurst	Hoff, J. S. Morris	Arnprior
Ebert, Andrew P	Pembroke	Hutton, John	Hutton House
Ellis, Alexander.....	Arnprior	Hutchinson, Wm. E.....	Huntsville
Ellis, John	Westmeath	Hogarth, Joseph Rowan	Pembroke
Forbes, Christopher McKay ..	McLean's Depot	Humphrey, John	Gravenhurst
Fitzgerald, E. Clair	Parry Sound	Hill, Joshua.....	Midland
Farrell, W. H.....	Ironside, Que.	Hall, David	Lovering
French, Louis Wm	Byng Inlet	Hartley, Charles.....	Peterborough
Freeston, Walter	Burk's Falls	Helferty, Dennis	Eganville
Fraser, William A.....	Mattawa	Hamilton, Robert	Rat Portage
Fortune, Owen	Trenton	Hoppins, Abiram	Kingston
Fraser, David	Norman	Hoppins, Denamore	Kingston
France, John	Collins Inlet	Haystead, John	Parry Sound
Ford, Charles	Wahnapiatae	Henderson, John Irwin	Bobcaygeon
Fraser, Alexander, jr	Westmeath	Hartley, William	Millbridge
Fairbairn, William	Calabogie	Higgins, John C	Peterborough
Fraser, Wm. A	Pembroke	Humphrey, T. W	Gravenhurst
Fraser, Foster.....	Pembroke	Harrison, John, jr.....	Pembroke
Fraser, William	Little Current	Hawkins, E.....	Le Breton Flats
Fraser, Hugh Alexander	Pembroke	Henderson, Charles	Bracebridge
Flaherty, John	Lindsay	Halliday, Frank.....	Mississippi
Fisher, William	Trenton	Halliday, James.....	Springtown
Fox, Thomas	Deseronto	Irwin, Thomas H.....	Parry Sound
Fallis, James W.....	Sturgeon Bay	Jackson, Robert.....	Brechin
Green, Norman A	Gilmour	Johnson, Finlay	Bracebridge
Green, Samuel E	Parry Sound	Jones, Albert	Victoria Harbor
Grant, John.....	Flinton	Johnson, Thomas	Bobcaygeon
Greene, Arthur	Ottawa	Johnston, Archibald M	Norman
George, R. W.....	Parry Sound	Julien, Charles	Trenton
Gardiner, John	Parry Sound	Junkin, Henry	Marmora
Golden, Frank Jay	Trenton	Johns, Frank	Nipissing Junction
Garson, Robert	Thessalon	Jessup, Edward D.....	Cache Bay
Gropp, August	Penetanguishene	Johnson, Frank N.....	Ottawa
Grozelle, Antoine D.....	Muskoka Mills	Johnston, John	Peninsula Lake
Goulais, James	Peterborough	Johnson, S. M	Arnprior
Grayson, Charles	Keewatin	Kerby, John	Belleville
Gladstone, Henry E	Cook's Mills	Kennedy, Robert	Marmora
Graham, Edward G	Wahnapiatae	Kirby, Louis Russell.....	Ottawa
Griffin, James	Spanish River	Kenny, Timothy.....	Enterprise
Gordon, Alexander B	Pembroke	Kirk, Henry	Trenton
Gareau, Noah J	Pembroke	Knox, Milton	Ottawa
Gordon, Robert W	Pembroke	Kinsella, Michael Pierce	Trenton
Guerin, Nelson	Petawawa	Kitchen, D	French River
Gunter, Peter M	Gilmour	Kelly, Jeremiah	Sudbury
Glennie, William	Millbridge	Kelly, Ferdinand	Mattawa
Gardner, John	Rat Portage	King, Napoleon	Mattawa
Gorman, Maurice J	Fenelon Falls	Kean, B. F	Orillia
Gillies, John A	Braside	Kemp, Orval Wesley	Trenton
Gadway, John	Parry Sound	Kirk, Charles Barron	Queensborough
Garrow, Edward	Nipissing Junction	Kingsland, W. P	Ottawa
Gaudaur, Antoine Daniel	Orillia	Kerr, John B.....	Arnprior
Golding, William	Dorset	Kennedy, Walter	Arnprior
		Kennedy, John	Pembroke

APPENDIX No. 36.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Lloyd, Alfred	Severn Bridge	McPherson, James S	Rama
Lawrie, Frank A	Parry Sound	McKinley, Edward C	Toronto
Latimer, James	Frank's Bay	McClelland, John	Parry Sound
Lemyre, Middey	Campbellford	McFarlane, J. W.	Cache Bay
Lutz, Jacob	Parry Sound	McDonald, Roderick	Pembroke
Luby, John E	Ottawa	McCormack, William	Pembroke
Lochnan, James	Ottawa	Macpherson, John	Ottawa
Lozo, John	Trenton	McEachern, John A	West Gravenhurst
Loughrin, Lawrence	Pembroke	McLeod, Dugald	Gravenhurst
Linton, J. H.	Parry Sound	McClelland, R. H.	Parry Sound
Livdgate, James	Peterborough	McEvoy, Frank	Campbellford
Lynch, W. H.	Collingwood	McDermott, Peter	Orillia
Lee, Robert	Huntsville	McIlroy, John	Madoc
Longford, Mark	Baysville	McNabb, Robert J	Parry Sound
Letherby, Edwin	Midland	McFadden, James	Ottawa
Lovering, William James	Coldwater	McIntosh, James G	Carleton Place
Lane, Maurice	Bobcaygeon	McInnis, Hector D.	Bracebridge
Lenton, George	Peterborough	McKinnon, Malcolm	Bracebridge
Low, Thomas A	Renfrew	McLean, Daniel	Bracebridge
Livingstone, Robert M.	Huntsville	McKinnon, Archie J	Bracebridge
Londry, William E	Sault Ste. Marie	McKay, D. C.	Baysville
Labelle, James	Waltam, Que.	McDonald, James	Parry Sound
Labelle, Eli	Waltam, Que.	McPherson, Allan	Longford
Ladurante, J. D.	Ottawa	McDonald, James P.	French River
Ludgate, Theodore	Peterborough	McFarland, Joseph C	Fort Severn
		McNabb, Alexander	Thessalon
		McGillivray, Archibald.	Port Arthur
Malloy, Mark	Baysville	McGrane, Edward	Lindsay
Miller, E. O.	Gravenhurst	McLeod, Donald, jr	Keewatin
Menzies, Archibald	Burk's Falls	McDonald, Hector R	Thessalon
Manning, James	Trenton	McDougall, Duncan	Bracebridge
Martin, Philip	Stoco	McNabb, Alexander D	Warren
Malone, William Patrick	Ottawa	McCormack, John C	Sudbury
Marsh, Esi Terrill	Trenton	McNamara, John	Byng Inlet
Millar, John W	Huntsville	McGillivray, Duncan D	Algoma Mills
Mutchenbacher, Asa	Rosseau Falls	McIntyre, Daniel A	Klock's Mills
Morris, George F	Frank's Bay	McNamara, Lewis	Klock's Mills
Murray, George, jr	Waubashene	McDonald, Sidney C	Mattawa
Maughan, Joseph	Fort William	McCool, Christopher L	Cartier
Margach, William J	Port Arthur	McCallum, Donald	Arnprior
Murray, George, sr	Waubashene	McGregor, Duncan	Burnstown
Maniece, William	Peterborough	McLean, Peter W	Sand Point
Murray, William	Rat Portage	McManus, John C	Arnprior
Morgan, Richard J	Rat Portage	McNab, Alexander	Arnprior
Magee, Thomas Arthur	Rat Portage	McFarlane, Alexander	Renfrew
Murdoch, James	Cook's Mills	McFarlane, J. D.	Stewartsville
Munroe, Peter P	Commanda	McFarlane, Duncan	Renfrew
Mason, Benjamin	Westmeath	McKendry, Wm. B.	Arnprior
Monaghan, John B	Arnprior	McPhee, Hugh	Renfrew
Monaghan, M. J.	Arnprior	McPhee, John	Arnprior
Mulvihill, John	Arnprior	McLachlin, Peter	Arnprior
Moran, Andrew	Rockingham	McLachlin, Alexander	Arnprior
Mulvihill, Michael	Arnprior	Mackey, Edward	Arnprior
Mann, John	Manitowaning	McKewen, Henry	Trenton
Marrigan, Richard	Deseronto	McDonald, Alfred	Peterborough
Monaghan, John Dorland	Deseronto	McGeary, John J	Sundridge
Matheson, William	Chelmsford	McDonald, Archibald W	Gilmour
Munro, Alexander G	Braeside	McCaw, John Gillen	Queensborough
Munro, Philip	Braeside	McCauley, Barney	Trenton
Mangan, Patrick	Arnprior	McDougall, James T	Klock's Mills
Marcil, Peter	Ottawa	McInenly, Thomas	Quebec, Que.
Main, Samuel	Spanish Station	McBride, Archibald	Arnprior
Morley Charles	Huntsville	McFarlane, Robert L.	Arnprior
Moore, David Henry	Peterborough	McGown, William	Parry Sound
Murphy, John	Arnprior	McGown, Thomas	Parry Sound

APPENDIX No. 36.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
McDermet, Patrick	South River	Scanlin, William	Enterprise
McKay, Angus	South River	Sutherland, D. H.	Gravenhurst
McDonald, A. J.	Longford	Spanner, John	Huntsville
McInnes, Angus D.	Gravenhurst	Shier, James D.	Bracebridge
McKendry, Alexander ..	Waubauskene	Spooner, W. R.	Katrine
McGuire, Timothy	North Bay	Simpson, Alfred E.	Wakefield
McGrath, John	Peterborough	Souliere, John B.	Ottawa
McWilliams, John Bannon	Peterborough	Shiels, James A.	Carleton Place
McCagherty, Patrick	Westmeath	Spargo, George	Ottawa
McKendry, Daniel	Arnprior	Smyth, W. H.	Byng Inlet North
Newton, Frank	Gravenhurst	Salmon, R. H.	Baysville
Newburn, William	Parry Sound	Sheehan, Peter F.	Loring
Niblett, James	Arnprior	Stremer, A.	Ottawa
Niblett, Robert	Osceola	Shields, Frank A.	Parry Sound
Newell, John H.	Parry Harbor	Smyth, Job E.	Cache Bay
Overend, George J.	Longford Mills	Sage, Nelson	Muskoka Mills
O'Brien, Andrew	Ottawa	Shaw, Thomas B.	Waubauskene
O'Connor, John	Hintonburg	Swanston, James	Peterborough
Oliver, Darcy	Wahnapiatae	Simpson, William	Hall's Bridge
O'Connor, William	Nosbonsing	Sadler, Thomas	Lindsay
O'Neill, James W.	North Bay	Smith, Patrick Albert ..	Norman
O'Donnell, William	Penetanguishene	Snaith, William J.	Mattawa
Owens, Richard	Basin Depot	Sinn, Wm. F.	Arnprior
O'Reilly, Patrick	Cartier	Scrim, Robert	Arnprior
Pomeroy, Peter	Trenton	Salmon, Alexander C.	Baysville
Perry, Pringle K.	Byng Inlet North	Sharp, James A.	Sudbury
Purcell, William G.	Ottawa	Shanacy, Harry S.	Cook's Mills
Purvis, John	Parry Sound	Smith, William	Ottawa
Pattinson, Thomas	Bracebridge	Stewart, Daniel	Braeside
Porter, James	Uphill	Sheehan, Michael H.	Waubauskene
Pearson, John James	Lindsay	Scott, Thomas	Parry Sound
Paterson, John	Wahnapiatae	Smith, Lawrence	WestSaginaw, Mich.
Paterson, Alexander	Orillia	Shea, Stewart	Campbellford
Paquette, Oliver	Webbwood	Sullivan, John	Sudbury
Palmatcer, Sherman	Gravenhurst	Sinclair, Finlay	Sudbury
Paget, George	Huntsville	Shiels, Henry F.	Cartier
Richardson, Frederick George	Trenton	Smith, Gideon Onasley ..	Burk's Falls
Richards, Richard	Tamworth	Smith, John Wallis	Theford
Riddell, George Alexander	Rochesterville	Smith, Henry G.	Arnprior
Richey, Evan	Brentwood	Tait, Thomas B.	Burk's Falls
Randell, Louis D.	French River	Taylor, C. N.	Gravenhurst
Richardson, Charles Mervyn	Trenton	Thornton, W. D.	Longford Mills
Rochester, Daniel Baillie ..	Ottawa	Trussler, Gilbert	Trout Creek
Riddell, James	Ottawa	Thompson, George S.	Lindsay
Rice, Asa A.	Hull, Que.	Thomson, Frederick, A. H.	Callander
Roberts, T. A.	Huntsville	Thomson, Francis Henry ..	Nosbonsing
Ross, Andrew	Longford Mills	Tuffy, John	Cartier
Rose, Donald M.	Rat Portage	Train, A. C.	Rowan Mills
Rawson, Charles Edgar	Coldwater	Turgeon, George	Cook's Mills
Ross, George	Waubauskene	Thomson, Alexander W.	Arnprior
Roberts, Percy T.	Keewatin	Taylor, Thomas G.	Gravenhurst
Ritchie, William D.	Little Current	Tait, Ralph	Arnprior
Ramsay, Robert	Arnprior	Udy, Dean	French River
Ritchie, J. F.	Arnprior	Vigrass, Percy J.	Dufferin Bridge
Ritter, Samuel G.	Ah-Mic Harbor	Vincent, Joseph	Warren
Robinson, William	Bobcaygeon	Vollin, Samuel	Nosbonsing
Reid, Joseph B.	Lindsay	Vannier, Nelson Joseph ..	Bobcaygeon
Ross, Walker M.	Ottawa	Watson, William	Huntsville
Ruttle, H. A.	Carleton Place	Webb, George W.	Parry Sound
Richards, Benedict	Ottawa	Wilcox, Thomas	Parry Sound
Regan, John	Orillia	Wheeler, J. A. McL.	Tamworth
Russell, William	Pembroke	Ward, Joseph W.	Ottawa

APPENDIX No. 36.—*Concluded.*

Name.	P. O. Address.	Name.	P. O. Address.
Wilkinson, William	French River	White, James B.	Manitowaning
Waldie, John E.	Victoria Harbor	Wilson, James A., Jr.	Webbwood
Wigg, Thomas G.	Thessalon	Whaley, Thomas	Huntsville
Wall, Patrick B.	Cheboygan, Mich.	Webster, William Alfred.	Bracebridge
Wells, John R.	Little Current		
Whiteside, John.	Huntsville	Young, William.	Severn Bridge
Watt, William	Peterborough	Young, A. J.	Cache Bay
Wilson, George.	Lindsay	Young, Samuel	Coldwater
White, Thomas	Parry Sound	Young, Patrick P.	Young's Point
Watson, William	North Bay	Yuill, Thomas.	Arnprior
Weston, Frank R.	Midland	Yuill, A. D.	Braceville
		Total	507

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1892.

REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO
FOR THE YEAR
1893.

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.



TORONTO:

PRINTED BY WARWICK BROS. & RUTTER, 68 AND 70 FRONT STREET WEST.
1894.

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REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO
FOR THE YEAR 1893.

*To His Honor the Honorable GEORGE AIREY KIRKPATRICK,
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOR:

As required by law, I submit, for the information of your Honor and the Legislative Assembly, a Report for the fiscal year ending on the 31st December, 1893, of the management, etc., of the Crown Lands of the Province.

CROWN LANDS.

The area of Crown lands sold during the year was 28,135 $\frac{1}{8}$ acres, aggregating in value \$26,841.63. The collections on account of these and sales of former years amounted to \$32,249.39.

Under the leasing clause of the Mines Act, 13,386 $\frac{1}{8}$ acres were leased to various parties, upon which there was paid rent to the amount of \$15,568.69. (See Appendix No. 3, page 6.)

CLERGY LANDS.

The area of these lands sold during the year was 256 $\frac{3}{4}$ acres, aggregating in value \$366.11. The amount collected on account of these and former sales was \$5,079.06. (See Appendix No. 3, page 6.)

COMMON SCHOOL LANDS.

The area of these lands sold during the year was $184\frac{1}{2}$ acres, aggregating in value \$598. The collections on account of these and former sales amounted to \$10,472.14. (See Appendix No. 3, page 6.)

GRAMMAR SCHOOL LANDS.

The number of acres sold during the year was $229\frac{1}{4}$, aggregating in value \$219.63. The collections on account of these and former sales was \$971.54. (See Appendix No. 3, page 6.)

RAILWAY LANDS.

Under "Railways Aid Act" of 1889, 52 Vict., c. 35, certain lands were set apart to be sold for the purpose of forming a fund to recoup the Province in respect of moneys expended in aiding railways. Of these lands, $888\frac{1}{2}$ acres were sold, aggregating in value \$1,540.80. The collections were \$823.05. (See Appendix No. 3, page 6.)

COLLECTIONS AND REVENUE.

The total collections of the Department on account of all sources of revenue were \$1,840,433.31. (See Appendix No. 4, page 7.)

DISBURSEMENTS.

The total disbursements of the Department on account of all services and expenditures were \$242,410.34. (See Appendix No. 6, pages 9 to 16.)

WOODS AND FORESTS.

The total collections for the year under this head amounted to \$1,757,005.46, which includes \$986,372.31 on account of bonuses. The revenue derived from timber dues, ground rent, etc., was \$770,633.15. (See Appendix No. 7, page 17.)

The prosperity which attended the sawn lumber trade last year, and the expectation of larger demand and increased prices this year, stimulated the output of sawlogs last winter, but shortly after the opening of navigation serious financial stringency set in in the United States, money became very scarce and it was impossible to obtain cash for lumber or even satisfactory paper. The effect of this state of affairs was very soon felt. Shipments fell off rapidly, the mill owners preferred to hold their logs and lumber rather than part with them on doubtful security, and large stocks have been held over at the mills in the log and lumber pile. It might have been expected, under such a state of stagnation, that there would have been a break in prices and more or less demoralization, but fortunately the lumbermen, both here and on the other side, have been able to hold their stocks, and no sharp break in prices has taken place. The

financial situation in the United States is improving, confidence is being rapidly restored, the prospects for the removal of the duty on sawn lumber imported into the United States appear to be bright, and there is every reason to hope that the Canadian lumber trade will in the near future be again in a prosperous condition. The effect of holding over lumber and logs of the previous year has been to decrease the output of logs in the bush during the present winter, particularly on the north shore of Lake Huron; and, although the decrease will not be so great as at first appeared probable, it is not expected that the output will be nearly so large as it was last year.

The quantity of logs exported to the United States in the round to be sawn up there was larger than in the previous year, but it did not attain anything like the proportions which were stated by those who assumed to be, but were not, acquainted with the facts. The total output for the Province of sawlogs and round timber for the year was 742,491,791 feet. Of this quantity, 210,682,802 feet were exported in the log to the United States, and, in addition, 24,250,000 feet board measure of the previous season's cut was exported this year, making the total export of logs for the year 1893 cut on the licensed lands of the Crown 234,932,802 feet. This does not include about 10,000,000 feet board measure cut on Dominion lands (Indian Reserves), all of which was exported in the log, to be sawn in the United States. It will therefore be seen that the export from Ontario to the United States will not be more than 50 per cent. of the estimates which have appeared from time to time in the public press as the conjectures of some and the confirmed opinions of others. The Department has taken every pains to ascertain the exact quantities which were exported, and the figures here given are believed to be accurate.

Two examinations of candidates for licenses under The Ontario Cullers' Act were held during the year—one at North Bay, and the other at Belleville. Sixty-four candidates in all attended these examinations, of whom thirty-seven were found proficient, and were duly licensed. The total number now holding licenses under this Act is 544, as per list given in Appendix No. 34, page 87.

FIRE RANGING.

The total cost of this service for the year was \$19,831.33. Of this amount \$3,610 was on account of ranging of previous years, leaving the net cost of the service for 1893 to be \$16,221.33. The refunds from licensees on account of services of this and previous years was \$16,882.44.

The service continues to give satisfaction, and is more largely taken advantage of by limit holders year by year. Forty-six licensees had 106 rangers upon their limits during the past season. The number of fires reported was seven, none of which were of a serious character. The loss of timber caused by these fires was very small.

FISHERIES.

Since my last report a few additional Overseers have been appointed in localities where their services were required. The reports received from the various Overseers, etc., go to show that the law respecting fisheries is now much better observed than formerly.

The revenue from permits, etc., was \$339.

FREE GRANTS.

There are 156 townships open for location under the Free Grants and Homesteads Act, the township of Dorion, in the district of Thunder Bay, having been added since my last report.

During the last year 446 locations were made on 57,440 acres of land, 52 locatees purchased 1,900 acres, and 322 patents were issued to locatees. (See Appendix 9, page 20.)

CROWN SURVEYS.

The following surveys of townships have been carried out this year :

In the District of Nipissing the township of Stratton has been sub-divided into farm lots of 100 acres each ; part of the south boundary of the Algonquin National Park of Ontario, in the District of Nipissing, has been defined upon the ground ; the townships of Capreol, Crerar, Davis, Gibbons, Henry, Loughrin, Norman, and Rathbun, also in the District of Nipissing, have been sub-divided into lots of 320 acres each ; in the District of Algoma, the township of Tennyson into lots of 320 acres each ; in the District of Thunder Bay, the township of Purdom into lots of 320 acres each ; in the District of Rainy River, the townships of Jaffray, McCrosson and Pratt into lots of 320 acres each ; in this latter district, also, base and meridian lines have been run.

The outlines of timber berths in the Districts of Algoma and Nipissing have been surveyed, and several minor surveys have been performed.

The returns of the above-named surveys have, so far as received, been examined and in most cases closed. The particulars of these surveys will be found in Appendices Nos. 14 and 15 and 19 to 32 inclusive, pages 30 and 31, and 36 to 57 inclusive.

MUNICIPAL SURVEYS.

The Department has during the year, on the petitions of the Municipal Councils interested, issued instructions for surveys in the following townships : Nepean, Orford, Pittsburg, Ross, Torbolton and Westmeath ; and in the Village of Waterford ; and has during the same period confirmed seven municipal surveys in the townships of Finch, Flos, Montague, Tecumseth, Tilbury East, Winchester and Yarmouth.

The particulars relating to these surveys will be found in Appendices Nos. 12 and 13, pages 26 and 28.

MINERAL SURVEYS.

The General Mining Act and the Mines Act, 1892, require that applicants to purchase or lease mining lands in unsurveyed territory shall file Surveyor's plans field-notes and descriptions by metes and bounds, of their locations, in the Department before any sale or lease is carried out. Under these statutory regulations a number of applicants in the Districts of Nipissing, Rainy River and Thunder Bay have filed plans, etc., and an area of 3,585 acres has been sold and patented to them, for which nearly \$10,000 has been received, and an area of 7,566 acres has been leased at \$1 per acre for the first year's rental.

The particulars relating to these surveys and sales will be found in Appendices Nos. 16 and 17, and pages 32 to 34 inclusive.

COLONIZATION ROADS.

During the year, 154½ miles of new road were constructed, 489 miles of road were repaired, 33 new bridges were erected, and a number of others repaired. All the works were carefully inspected by the officers appointed for that purpose, and the reports received show them to have been carried on in an economical and satisfactory manner. The net expenditure of the Department was \$112,166.30. See appendix No. 33, page 58.

Respectfully submitted,

A. S. HARDY,

Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, December 30th, 1893.

APPENDICES.

APPENDIX No. 1.

Return of Officers and Clerks in the Department of Crown Lands, for the year 1893.

Branch	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
	Hon. A. S. Hardy	Commissioner	1889, January 19th	\$ 4,000 00	
	Aubrey White	Assistant Commissioner	1882, January 1st	2,800 00	
	George Kennedy	Law Clerk	1872, February 1st	2,000 00	
	F. Yeigh	Shorthand writer and Clerk	1880, March 1st	1,250 00	
		Inspector of Agencies		150 00	
	A. Kirkwood	Chief Clerk	1854, March 21st	1,900 00	
	J. J. Murphy	Clerk in charge of Free Grants	1872, May 1st	1,400 00	
	Julian Sale	Clerk	1871, August 5th	950 00	
	E. S. Williamson	"	1889, May 1st	800 00	
	C. J. M. Hardy	"	1890, May 31st	750 00	
Sales and Free Grants	G. B. Kirkpatrick	Director of Surveys	1866, January 30th	2,000 00	
	W. Revell	Clerk	1871, October 2nd	1,300 00	
	W. F. Lewis	"	1872, February 5th	1,000 00	
	J. M. Grant	Chief Clerk Patents	1860, May 12th	1,400 00	
Surveys, Patents and Roads.	Pedro Alma	Clerk	1871, August 1st	1,250 00	
	Henry Smith	Superintendent of Colonization Roads	1881, January 1st	1,900 00	
	C. Cushman	Clerk	1872, September 1st	1,150 00	
	J. H. Bradshaw	"	1884, June 1st	850 00	
	J. A. G. Crozier	Chief Clerk	1867, December 1st	1,750 00	
	Theo. C. Taylor	Clerk	1886, August 1st	1,400 00	
	H. R. Hardy	"	1883, November 1st	1,100 00	
	Kenneth A. Miller	"	1891, November 1st	1,000 00	
Woods and Forests	J. J. Kelly	"	1888, March 19th	950 00	
	P. J. Durkin	"	1888, October 1st	850 00	
	Alex. McLaren	"	1890, May 22nd	850 00	
	John Durkin	"	1893, November 15th	850 00	
					Left the service 30th September, 1893.

APPENDIX No. 1.—*Concluded.*

Return of Officers and Clerks in the Department of Crown Lands, for the year 1893.

Branch.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
Accounts	D. G. Ross	Accountant.	1861, April 15th	\$ 1,800 00	
	E. Leigh	Clerk	1873, December 20th	1,200 00	
	M. J. Ferris	"	1891, April 1st	850 00	
	C. P. Higgins	"	1873, July 1st	1,100 00	
	C. S. Jones	Registrar	1890, May 22nd	1,500 00	
Bureau of Mines	A. Blue	Director of Mines	1891, May 8th	2,500 00	
	T. W. Gibson	Clerk and Shorthand writer	1891, June 19th	1,400 00	
	Aaron Slaght	Inspector	1890, April 18th	750 00	
	F. Franks	Messenger and caretaker	1886, December 1st	600 00	
	D. Kinnaird	Night watchman	1873, April 1st	500 00	Transferred to Public Works.
	Harry Lake	Messenger and telephone boy	1891, October 7th	300 00	

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1893.

APPENDIX No. 2.

List of Crown Land Agents for the disposal of Free Grants for 1893.

Name.	District or County.	Date of Appointment.	Salary per Annum.	Remarks.
Armstrong, John	Lake Temiscamingue, District of Nipissing.	1893, October 27th	500 00	
Anderson, D.	Part of Peterborough	1870, November 21st	500 00	
Best, S. G.	" Parry Sound District.	1875, March 23rd	500 00	
Campbell, A.	" Rainy River District.	1891, May 8th	200 00	
Cockburn, J. D.	Nipissing District	1884, May 21st	500 00	Agent for sale of lands.
Fielding, W.	Part of Victoria.	1882, February 23rd	500 00	
Gilligan, B. J.	" Nipissing District	1884, March, 26th	500 00	
Hamilton, G.	St. Joseph Island	1890, September 20th	200 00	
Handy, E.	Part of Parry Sound District.	1879, January 3rd	500 00	
Hollands, C. J.	Town plot of Alberton	1892, October 12th	100 00	
Kirk, W.	Part of District of Muskoka	1892, July 28th	500 00	
Mackay, T.	" Parry Sound District.	1881, December 5th	500 00	
Macpherson, R.	" Frontenac	1871, July 18th	500 00	Agent for sale of lands.
Marsh, R. J. F.	" Rainy River District	1891, May 8th	200 00	
McDonald, D. G.	" Algoma District.	1888, December 3rd	500 00	Agent for sale of lands.
Nichols, W. L.	" Algoma District.	1885, August 27th	500 00	
Reeves, J.	" Nipissing District	1872, February 12th	500 00	
Ruttan, J. F.	" Thunder Bay District	1889, May 16th	250 00	Agent for sale of lands.
Ryan, T. J.	" Algoma District	1888, June 15th	500 00	
Scarlett, J. S.	" Parry Sound District.	1880, June 17th	500 00	
Stewart, C. R.	Hastings and Peterborough	1882, May 1st	500 00	
Stewart, James.	" Renfrew	1891, September 26th	400 00	
Tait, J. R.	" Hastings	1869, May 28th	500 00	
Turner, William	" Algoma District	1892, October 5th	200 00	
Whelan, J.	" Renfrew	1884, September 19th	500 00	
Wilson, Wm	" Rainy River District.	1891, June 19th	500 00	
Wood, Amos. W.	" Frontenac and Addington	1892, December 31st	200 00	

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1893.

APPENDIX No. 3.

Statement of Lands Sold and Leased, Amount of Sales, and Amount of Collections on Sales and Leases for the year 1893.

Service.	Acres Sold and Leased.	Amount of Sales.	Amount collected on Sales and Leases.
		\$ c.	\$ c.
Railway Lands	888 $\frac{1}{2}$	1,540 80	823 05
Crown Lands	28,135 $\frac{1}{10}$	26,841 63	32,249 39
Clergy Lands	256 $\frac{3}{4}$	366 11	5,079 06
Common School Lands.....	184 $\frac{1}{8}$	598 00	10,472 14
Grammar School Lands	229 $\frac{1}{4}$	219 63	971 54
Rent	13,386 $\frac{1}{8}$		15,568 69
Total	43,080 $\frac{7}{10}$	29,566 17	65,163 87

AUBREY WHITE,
Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1893.

APPENDIX No. 4.

Statement of the Gross Revenue of the Department of Crown Lands for the year 1893.

Service.	\$ c.	\$ c.
<i>Land Collections :</i>		
Railway Lands.....	828 05	
Crown Lands	92,249 39	
Clergy Lands.....	5,079 06	
Common School Lands	10,472 14	
Grammar School Lands.....	971 54	
Rent.....	15,568 69	
		65,163 87
<i>Woods and Forests :</i>		
Timber Dues	707,746 29	
Ground Rent.....	62,886 86	
Bonus	986,372 31	
		1,757,005 46
Fishing Licenses	339 00	
Cullers' Fees	248 00	
Casual Fees.....	733 43	
		1,320 43
<i>Expenditure Refunds :</i>		
Fire Ranging, Refunds of 1893 and previous years	16,882 44	
Agents' Salaries	7 60	
Inspections'.....	43 00	
Surveys	10 51	
		16,943 55
		1,840,433 31

AUBREY WHITE,

Assistant Commissioner.

D. GEO. ROSS,

Accountant.

DEPARTMENT OF CROWN LANDS,

TORONTO, 30th December, 1893.

APPENDIX No. 5.

Statement of the Receipts of the Department of Crown Lands, which are considered as Special Funds, for the year 1893.

SERVICE.	\$	c.	\$	c.
<i>Clergy Lands :</i>				
Principal	2,674	03		
Interest	2,405	03		
			5,079	06
<i>Common School Lands :</i>				
Principal	4,400	28		
Interest	6,071	86		
			10,472	14
<i>Grammar School Lands :</i>				
Principal	732	24		
Interest	239	30		
			971	54
<i>Railway Lands :</i>				
Principal	820	99		
Interest	2	06		
Rent	612	29		
			1,435	34
			17,958	08

AUBREY WHITE,
Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1893.

APPENDIX No. 6.

Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
<i>Salaries—Land.</i>			
Anderson, D.	500 00		
Armstrong, John.....	90 28		
Best, S. G.	500 00		
Campbell, A. G.	200 00		
Cockburn, J. D.	500 00		
Fielding, W.	500 00		
Gilligan, B. J.	500 00		
Handy, E.	500 00		
Hamilton, Geo.	200 00		
Hollands, C. J.	100 00		
Kirk, Wm.	500 00		
Macdonald, D. G.	500 00		
Mackay, Theresa	500 00		
Macpherson, R.	500 00		
Marsh, R. J. F.	200 00		
Nichols, W. L.	500 00		
Reeves, J.	500 00		
Ruttan, J. F.	250 00		
Ryan, T. J.	500 00		
Scarlett, J. S.	500 00		
Stewart, C. R.	500 00		
Stewart, James.....	400 00		
Tait, J. R.	500 00		
Turner, Wm.	200 00		
Whelan, J.	500 00		
Wilson, Wm.	200 00		
Wood, Amos. W.	200 00		
		10540 28	
<i>Salaries—Timber.</i>			
Campbell, P. C.	1600 00		
Margaoh, Wm.	1600 00		
Macdonald, D. F.	1600 00		
Munro, H.	1200 00		
McWilliams, J. B.	2000 00		
Tassé, D.	100 00		
		8100 00	
AGENTS' DISBURSEMENTS.			
<i>Land.</i>			
Anderson, D.	4 51		
Armstrong, John.....	29 00		
Cockburn, J. D.	13 22		
Handy, E.	12 43		
Kirk, Wm.	19 64		
Hollands, C. J.	6 38		
Mackay, Theresa.....	7 60		
Nichols, W. L.	18 25		
Reeves, J.	14 95		
Ryan, T. J.	15 50		
Carried forward	141 48	18640 28	

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>	141 48	18640 28	
<i>AGENTS' DISBURSEMENTS.—Continued.</i>			
<i>Land.—Continued.</i>			
Scarlett, J. S.	10 00		
Stewart, C. R.	11 35		
Tait, J. R.	9 15		
Whelan, J.	4 62	176 60	
<i>Timber.</i>			
Campbell, P. C.	472 90		
Margach, Wm.	870 96		
Macdonald, D. F.	400 00		
Munro, H.	175 18		
McWilliams, J. B.	469 31	2388 35	
<i>Miscellaneous.</i>			
Armstrong, J., inspection	115 00		
Crozier, J. A. G., travelling expenses	13 50		
Dixon, W. H., inspection	3 00		
Hardy, Hon. A. S., travelling expenses	16 00		
Barber Bros., report on Temiscamingue district	20 50		
Jones, C. S., travelling expenses	62 94		
McDonald, D., inspection	5 00		
Ross, Alex., services <i>re</i> Pigeon River Slide	29 45		
Soper, M. L., services at Rondeau Point	25 00		
Stewart, J. W., inspection	3 50		
Taylor, Theo. C., travelling expenses	59 30		
Taylor, Hugh, inspection	15 00		
Yeigh, Frank, travelling expenses	53 00		
White, Aubrey, travelling expenses	75 00	496 19	
			21701 42
<i>CROWN TIMBER AGENCY, OTTAWA.</i>			
Darby, E. J., acting agent	1200 00		
Larose, S. C., clerk	900 00		
		2100 00	
Contingencies		748 89	
			2848 89
<i>CROWN TIMBER OFFICE, QUEBEC.</i>			
Nicholson, B., agent	1400 00		
Harney, Thos., messenger and caretaker	50 00		
		1450 00	
Contingencies		310 02	
			1760 02
<i>Carried forward</i>			26310 33

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>					26310	33
FISHERY SERVICE.						
<i>Salaries of Overseers.</i>						
Bilton, George.....	50	00				
Bole, Duncan.....	100	00				
Clarke, Norman	50	00				
Emmons, John	50	00				
Huntington, S. A.....	100	00				
Johnson, John A.....	200	00				
Little, J. T.....	50	00				
Moore, F. J. M.....	75	00				
McCann, Peter.....	50	00				
McKeown, S. R.....	50	00				
McKirdy, William.....	50	00				
Seidewand, Geo. E.	11	68				
Sliter, A. E.....	50	00				
Sly, Lester.....	50	00				
Smith, R. R.....	50	00				
Willmott, J. H.....	50	00				
			1036	68		
<i>Disbursements of Overseers.</i>						
Johnson, John A.....	36	00				
Moore, F. J. M.....	24	56				
Willmott, J. H.....	33	45				
					94	01
<i>Miscellaneous.</i>						
Margach, Wm., stocking Otter and Cameron Lakes..	127	50				
McCallum, G. A., expenses <i>re</i> Fishery Convention, Chicago	100	00				
McCallum, G. A., stocking Grand River	44	46				
North Bay Despatch, advertising	1	50				
O'Brien, A. H., digest of game laws	25	00				
Willmott, Chas., speckled trout fry.....	148	35				
			446	81		
					1577	50
WOOD RANGING AND INSPECTION OF TIMBER LANDS.						
Bremner, J. L.....			585	50		
Brady, John			865	00		
Christie, W. P.....			684	72		
Cunningham, John			84	00		
Fraser, Duncan.....			427	65		
Garrow, E.....			1105	66		
Gardner, John.....			628	00		
<i>Carried forward</i>			4380	53	27887	83

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>			4380	53	27887	83
WOOD RANGING AND INSPECTION OF TIMBER LANDS.—						
<i>Continued.</i>						
Galbraith, W.			24	00		
Henderson, Chas.			856	50		
Halliday, Frank.			1371	00		
Halliday, James.			985	00		
Hanes, J. L.			185	70		
Johnson, S. M.			1543	19		
Kennedy, John			889	92		
Lewis, Clifford			287	25		
Ludgate, Theo.			1304	60		
Moore, D. H.			1280	00		
Malone, W. P.			75	00		
McSherry, P.			212	55		
McCogherty, P.			1230	00		
McGown, W.			1335	00		
McGown, Thos.			678	00		
Paget, Geo.			1150	00		
Regan, John			1519	66		
Russell, Wm.			1533	66		
Robinson, Wm.			153	95		
Sullivan, John.			1925	83		
Smith, J. W.			1307	05		
Sinclair, F.			935	00		
Turgeon, J. B.			435	50		
White, J. B.			1094	50		
Workman, John.			231	20		
Wickware, P. A.			54	00		
					26978	59
FIRE RANGING.						
Bell, John H. 1892			260	00		
Bell, Alfred. 1892			44	00		
Bruce, George. 1892			256	00		
Blanchette, O. 1892			262	00		
Bremner, Wm.			176	00		
Bartlett, G. W.			264	00		
Bailey, Samuel.			70	00		
Bowland, John M.			160	00		
Barber Bros., copies of Act.			4	10		
Bowland, Wm.			240	00		
Cole, John.			240	00		
Crombie, John. 1892		252	00			
" 1893		186	00			
			438	00		
Caddy, E. F.			130	00		
Cole, Geo.			234	00		
Conway, James.			238	00		
Carter, Robt.			188	00		
Campbell, James.			168	00		
Dufond, Ignace.			204	00		
Dunn, P.		210	00			
Disbursements.		133	50			
			343	50		
<i>Carried forward</i>			3919	60	54866	42

APPENDIX No. 6.—Continued.

Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service.	\$	c.	\$	c.	\$	c.
<i>Brought forward.</i>			3919	60	54866	42
<i>FIRE RANGING.—Continued.</i>						
Dwyer, James			246	00		
Driver, Jos			246	00		
Dawkins, John			264	00		
Fairhall, Ed			212	00		
Francois, Antoine			82	00		
Flaherty, Ed			228	00		
Grawberger, Tho.			212	00		
Grozelle, A. D.			102	00		
Gouldie, E. J.			66	00		
Graham, Ed			144	00		
Goldie, Stewart			120	00		
Gallagher, James			252	00		
Hanna, Samuel	1892		210	00		
Hanes, J. L.			212	00		
Henderson, James			126	00		
Humphrey, T. W.			226	00		
Harvey, Thos. R.			120	00		
Harvey, Albert			100	00		
Hoff, J. S. M.			181	50		
Inwood, Albert			90	00		
Johnston, R. W.			264	00		
Johnson, Ed			214	00		
Kelly, J. M.	1892	118	00			
"	1893	192	00			
			310	00		
LaSelle, H. W.		60	00			
Disbursements		16	50			
			76	50		
Lunan, D. M.			172	00		
Lawson, Alex			87	00		
Latour, A.			264	00		
McNab, J. W.			252	00		
McQuey, D	1892	262	00			
"	1893	262	00			
			524	00		
McIntyre, Wm.	1892	262	00			
"	1893	262	00			
			524	00		
McNeil, Alex	1892		248	00		
McGown, Wm			82	00		
McDougall, D.			234	03		
McFarlane, John W.			206	00		
McCarthy, John			262	00		
McCormick, J. C.			120	00		
McGuire, Jerry			236	00		
McGuire, James F.			246	00		
McDonell, Alex		262	00			
Disbursements		125	73			
			387	73		
McWilliam, W.		12	00			
Disbursements		5	00			
			17	00		
<i>Carried forward.</i>			12035	33	54866	42

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>			12035	33	54866	42
FIRE RANGING.—Continued.						
McKay, Angus	264	00				
Disbursements	54	00				
Mulligan, John			318	00		
Mulligan, E.			158	00		
Main, Samuel	1892	208	186	00		
"	1893	264				
Miller, Robt.			472	00		
Maguire, A. H.			228	00		
Maves, Wm.			52	00		
Nevers, Chas.			184	00		
O'Neil, A. J.		310	264	00		
Disbursements		9				
O'Connor, P.			319	50		
Osborne, Thos.			156	00		
Patnote, Jos.			264	00		
Patterson, John			212	00		
Reynolds, Chas.	1892	84				
Rouse, John		60				
Ruston, Fred.		258				
Seidewand, G. E.		162				
Shiels, John A.		262				
Shiels, John J.	1892	112				
Streatfield, L. E.		210				
Snarth, W. J.		62				
Stahl, David		204				
Sheehan, Peter		118				
Slade, Wm.		240				
Scantlin, Jas.		228				
Disbursements		62				
		183				
Smith, G. O.			245	75		
Stephens, R.		36	202	00		
Disbursements		15				
Simpson, M.			51	00		
Disbursements		264				
		13				
Thaxter, R.	1892		277	75		
Tremblay, O.		262				
Taylor, James.		252				
Vankoughnet, John		228				
Wilson, John.	1892	72				
Wells, John R.		210				
Whelan, Jas.		156				
Wilcox, G.		204				
Wright, Cecil		18				
Young, Wm.		120				
		264				
Less amount refunded by limit-holders			19411	33		
			16882	44		
<i>Carried forward</i>					2528	89
					57395	31

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>					57395	31
BUREAU OF MINES.						
Blue, A., salary.....	2500	00				
Gibson, T. W. ".....	1400	00				
Slaght, A. ".....	750	00				
			4650	00		
Blue, A., disbursements.....	522	45				
Gibson, T. W. ".....	25	90				
Slaght, A. ".....	233	08				
			781	43		
Printing and stationery.....			261	26		
Postage and telegraphing.....			231	85		
Books.....			114	05		
Subscriptions and advertising.....			552	47		
Census returns.....			52	50		
Supplies.....			172	46		
Sundries.....			68	80		
					6884	82
Refunds.....					14194	03
Colonization Roads.....					112166	30
Surveys.....					39357	80
Board of Surveyors.....					150	00
ALGONQUIN NATIONAL PARK.						
Thomson, Peter, Chief Ranger.....	242	46				
Waters, Stephen, Under Ranger.....	183	30				
Geall, Wm. ".....	181	89				
O'Leary, Timothy ".....	183	30				
Fitzgerald, E. ".....	79	06				
			870	01		
Laborers and carpenters for the erection of buildings.....			451	66		
Supplies, disbursements, etc.....			2076	27		
					3397	94
CULLERS' EXAMINATIONS.						
Aylesworth, W. R.....	15	00				
Garrow, E.....	25	69				
Gardner, J.....	9	00				
Mather, D. L.....	6	00				
Moore, D. H.....	22	35				
McCogherty, P.....	33	10				
McWilliams, J. B.....	8	35				
Tait, J. B.....	26	00				
			145	49		
Advertising.....			19	25		
					164	74
<i>Carried forward</i>					233710	99

APPENDIX No. 6.—*Concluded.*

Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service,	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			293710 99
CONTINGENCIES.			
Printing and binding	1519 71		
Stationery	1873 25		
Postage, express and telegraphing		3392 96	
Advertising and subscriptions		1408 96	
Cab hire.....		420 45	
Extra clerks and temporary writers <i>re</i> timber returns		152 65	
		2042 10	
Messenger and Caretaker	600 00		
Messenger and telephone boy.....	300 00		
		900 00	
Sundries		256 28	
			8573 40
<i>Timber Sale, 1892.</i>			
Advertising			125 95
			242410 34

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1893.

APPENDIX No. 7.

WOODS AND FORESTS.

Statement of Revenue collected during the year ending 31st December, 1893.

	\$	c.	\$	c.
Amount of Western District collections at Department	1,444,165	68		
“ “ “ at Quebec	68,304	25		
			1,512,469	93
Amount of Belleville collections	65,679	12		
			65,679	12
Amount of Ottawa collections	166,818	56		
“ “ at Quebec	12,037	85		
			178,856	41
Total			1,757,005	46

AUBREY WHITE,
Assistant Commissioner.

J. A. G. CROZIER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 30th December, 1893.

APPENDIX

WOODS AND

Statement of Timber and Amounts accrued from Timber Dues, Ground

Agencies.	Area covered by Timber Licenses. Square Miles.	Quantity and					
		Saw Logs.				Boom and	
		Pine.		Other.		Pine.	
		Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
Western Timber District...	8790	5453389	528081688	29710	2058386	57141	13124792
Belleville Timber District...	1696	710597	80354372	78893	3685580	13661	3292222
Ottawa Timber District....	6758	1127453	109779211	33506	2351158	54047	7859506
Total	17244	7291439	718215271	142109	8095124	124849	24276520

APPENDIX No.

Agencies.	Quantity and description								
	Square Timber.				Cedar lineal feet.		Cordwood.		Pulp Wood.
	Tamarac and Spruce.		Cedar and Hemlock.						
	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Hard cords.	Soft cords.	Cords.
Western Timber District..	.....	.....	C	21907	.....	.....	2689	12599	1711
Belleville Timber District.	{ T. 19 S. 2 }	{ 646 64 }	H. 849	37376	.....	151651	126	538	26
Ottawa Timber District...	.....	.....	.....	.....	.....	51479	750	110	1980
Total	{ T. 19 S. 2 }	{ 646 64 }	C H. 849	{ 21907 37376 }	.....	203130	3565	13247	3717

J. A. G. CROZIER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
TORONTO, 30th December, 1893.

No. 8.

FORESTS.

Rent, and Bonus during the year ending 31st December, 1893.

Description of Timber.

Dimension Timber.		Square Timber.							
Other.		White Pine.		Red Pine.		Birch, Ash and Elm.		Maple and Oak.	
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
1509	151833	21499	1092519	932	40704	{ A. 47 B. 77 E. 25 A. 10 E. 34 B. 81	{ 1675 2594 750 419 681 1765	{ O. 106 M. 105	{ 2171 1902
1536	293422	1164	59409	.....	.....		
2535	306520	14151	715412	8	279	A. 6	186	.....	.....
5580	751775	36814	1867340	940	40983	{ A. 68 B. 158 E. 59	{ 2280 4359 1431	{ O. 106 M. 105	{ 2171 1902

8.—Continued.

of Timber.							Amounts Accrued.				
Tan Bark.	Railway Ties.	Posts.	Shingle Boies.	Telegraph Poles.	Hop Poles and Traverses.	Piles and Head Blocks.	Interest and Trepass.	Timber Dues.	Bonus.	Ground Rent.	Total.
C'ds	Pieces.	C'ds.	C'ds	P'ces.	Pieces.	Feet.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
60	1011849	2687	1342	1520	..... { P. 144000 H. B. 85120 }		34641 80	609021 20	958538 60	34675 00	1636876 60
...	14921	1449	44	1147	.....	.....	194 75	89006 32	.....	5608 00	94809 07
....	103635	683	576	..... { T. 4334 H. P. 900 }	P. 13500		4138 81	140652 51	.....	21395 00	166186 32
60	1130405	4819	1962	2667 { T. 4334 H. P. 900 }	P. 157500 H. B. 85120 }		38975 36	838680 03	958538 60	61678 00	1897871 99

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 9.

RETURN of the number of locatees and of acres located; of purchasers and of acres sold; of lots resumed for non-performance of the settlement duties; and of patents issued under the "Free Grants and Homesteads Act" during the year 1893.

Township.	District or County.	Agent.	Number of persons located.	Number of acres located.	Number of acres sold.	Number of purchasers.	Number of acres sold.	Number of lots resumed.	Number of patents issued.
Baxter	{ Muskoka..... }	{ Wm. Kirk, Bracebridge	1	100	.....	.....	.....	1	4
Brunel			1	97	.....	.....	.....	1	3
Chaffey			6	697	.....	.....	.....	7	2
Draper			1	149	.....	2	118	4	2
Franklin			7	801	.....	.....	.....	2	3
Macaulay .....			.....	.....	.....	.....	.....	.....	.....
Medora			7	947	.....	2	20	13	4
Monk .....			.....	.....	.....	1	10	.....	2
Morrison			5	556	.....	.....	.....	2	1
Muskoka			4	631	.....	.....	.....	.....	.....
McLean			9	1,273	.....	.....	.....	2	3
Oakley			4	570	.....	.....	.....	5	3
Ridout			2	198	.....	.....	.....	2	2
Ryde			1	100	.....	1	15	1	4
Sinclair			13	1,885	.....	.....	.....	9	3
Sherborne			8	311	.....	.....	.....	2	.....
Stephenson			4	423	.....	.....	.....	4	4
Stisted			3	306	.....	3	111	5	5
Watt			3	280	.....	1	4	2	4
Wood			8	941	.....	3	69	12	1
Cardwell	{ Parry Sound	{ Theresa Mackay, Parry Sound	3	433	.....	.....	.....	.....	3
Carling			2	165	.....	.....	.....	1	2
Christie			1	170	.....	.....	.....	.....	1
Ferguson			3	426	.....	.....	.....	2	.....
Foley .....			.....	.....	.....	1	6	.....	2
Hagerman			1	113	.....	.....	.....	.....	.....
Humphrey			7	885	.....	2	287	1	2
Monteth .....			.....	.....	.....	1	54	6	1
McConkey .....			.....	.....	.....	.....	.....	.....	3
McDougall .....			.....	.....	.....	.....	.....	.....	.....
McKenzie			1	100	.....	.....	.....	1	1
McKellar .....			.....	.....	.....	.....	.....	2	.....
Shawanaga			2	289	.....	1	6	2	.....
Wilson			1	100	.....	.....	.....	1	.....

Chapman	Parry Sound	S. G. Best, Maganetawan	424	3	6
Croft			784	5	5
Ferrie				1	4
Gurd				1	4
Lount			363	3	4
Macfar			300	3	13
Mills			896	6	4
Pringle			100	1	4
Ryerson			143	1	2
Spence			200	1	8
Strong			349	3	1
			200	2	1
Armour			300	2	4
Bethune			2,981	19	3
July			787	5	5
McMurrich			399	3	3
Perry			789	7	8
Proudfoot			200	1	1
Hardy					
Hinsworth			2,890	21	1
Laurier			500	3	10
Nipissing			1,700	10	3
Patterson					3
Anson			98	1	2
Glamorgan			185	2	
Hindon					
Luttermorth			90	1	3
Minden			265	3	4
Stanhope			86	1	2
Snowdon			596	6	6
Anstruther			123	1	1
Chandos			100	1	2
Cardiff			445	3	2
Monmouth			1,230	10	6
Peterboro'					
do					
Peterboro'			321	3	3
do			622	5	5
Hastings			175	2	1
do			85	1	
do					
Cavendish					
Galway			163	2	1
Bangor					
McClure					
Wicklow					
Carlow					
Cashel			589	4	1
Dungannon			571	6	2
Faraday			1,176	8	1
Herschel			1,400	12	6
Limerick			726	6	5
Mayo					1
Montegle			1,284	9	5
Wollaston			775	7	4
J. R. Tait, L'Amable					

APPENDIX No. 9.—*Continued.*

RETURN of the number of locatees and of acres located; of purchasers and of acres sold; of lots resumed for non-performance of the settlement duties; and of patents issued under the "Free Grants and Homesteads Act" during the year 1893.

Township.	District or County.	Agent.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots resumed.	Number of patents issued.
Abinger	Addington	A. W. Wood, Plevna	2	299			4	4
Denbigh	do		2	200				2
Canonto, South	Frontenac							
do North	do							
Clarendon	do							5
Miller	do						1	1
Palmerston	do							1
Algona, North	Renfrew	James Reeves, Eganville						4
do South			6	748	2	57	2	1
Brougham			6	614	2	109	1	9
Grattan			1	100			1	15
Hagarty								
Richards			2	300			1	4
Wilberforce								
Brudenell	Renfrew	John Whelan, Brudenell	4	387			2	8
Griffith			1	200				1
Lyndock			3	492	1	2	2	4
Matawatchan			3	380	1	21	5	3
Radcliffe			2	300			1	1
Raglan			5	698			5	2
Sebastopol								
Sherwood			1	53			3	2
Alice		James Stewart, Pembroke	5	446				3
Buchanan			8	1,178	1	9		2
Fraser			1	110				
Head								1
Maria								
McKay								
Petewawa	Renfrew		5	632			2	1
Rolph			2	203			1	1
Wylie			1	100				
Cameron								1

APPENDIX No. 10.

FISHERY OVERSEERS.

UNDER THE ONTARIO FISHERIES ACT.

Name.	District.	Post Office Address.	Salary.
John H. Willmott	Muskoka District.	Beaumaris	Per annum. \$ 50 00
Francis James Moore	Peterborough, Victoria and Haliburton.	Lakefield	75 00
Norman Clark	Lanark and parts of Frontenac and Addington.	Mississippi Station	50 00
John T. Little	Part of Algoma District.	Iron Bridge	50 00
Samuel Robert McKewen	Manitoulin Island	Tekummah	50 00
Robert E. Smith	Renfrew County	Eganville	50 00
William McKirdy	River and Lake Nepigon and tributaries.	Nepigon	50 00
Joseph Whalen	Thunder Bay District.	Port Arthur	50 00
John Emmons	Rainy River District.	Rat Portage	50 00
John A. Johnson	Parts of Parry Sound and Muskoka	Parry Sound	200 00
Justus B. Smith	Charleston Lake	Charleston	50 00
Peter McCann	Thames River and Waters tributary	London	100 00
S. A. Huntington	Lake Nipissing, etc.	North Bay	100 00
H. K. Smith	Hastings County	Belleville	100 00
Duncan Bole	Algoma District	Sault Ste. Marie	50 00
Lester Sly	Parts of Frontenac and Leeds	Morton	50 00
George Bilton	do	Newborough	50 00
A. E. Sliter	Gananoque River and Lakes	Morton	50 00
George E. Siedeward	Stony Lake, South River and tributaries	Sundridge	50 00

A. KIRKWOOD,

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1893.

APPENDIX No. 11.

Statement of the number of letters received and mailed by the Department in 1891, 1892 and 1893.

Years.	Sales and Free Grant	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.	Totals.	Names indexed.	Enclosures.	Orders in Council.	Returned letters.	Mailed from Department.
1891.....	7068	929	2432	5362	2036	18385	24600	34600	51	16	28292
1892.....	6649	1014	2558	6389	1721	18331	24600	34600	53	16	28988
1893.....	6478	839	2464	5480	2084	17345	24100	34000	33	32	28406

AUBREY WHITE,
Assistant Commissioner.

CHARLES S. JONES,
Registrar.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1893.

APPENDIX No. 12.

Statement of Municipal Surveys confirmed during the year 1893.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	C. A. Bigger	582	4th August, 1892.....	To survey the line between the 11th and 12th concessions of the township of Winchester, and to mark said line by permanent stone or iron monuments	5th June, 1893.
2	A. W. Campbell	576	8th September, 1891.....	To survey the south boundary of lots numbers 1, 2 and 3 in the 7th concession of the township of Yarmouth, and to plant permanent stone or iron monuments at the front angles of said lots.....	5th June, 1893.
	John H. Moore	577	4th February, 1892.....	To survey that part of concession line between the 4th and 5th concessions of the township of Montague, from the original post at lots 2 and 3, westerly to the nearest point where the concession line can be established, and to mark the same by permanent stone or iron monuments.....	8th June, 1893.
4	D. R. Brown	585	28th October, 1892.....	To survey the road allowance between concessions 11 and 12 in the township of Finch from the western boundary of said township across lots numbers 1, 2 and 3 to an established post between lots 3 and 4 in the 12th concession and to mark the road allowance on each side thereof by permanent stone or iron monuments	9th June, 1893.
5	Charles E. Fitton	578	8th April, 1892.....	To survey the road allowance between the north halves of lots numbers 15 and 16 in the 9th concession of the township of Fies, and to plant stone or iron monuments to define each side of said road allowance.	22nd August, 1893.

APPENDIX No. 12.—(Continued.)

Statement of Municipal Surveys confirmed during the year 1893.

No.	Name of Surveyor.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
6	Henry Creswicke	529	4th August, 1885.	To survey that part of the concession line between the 8th and 9th concessions of the township of Tecumseth from the western boundary of said township to lot No. 2, inclusive; also of that part of the concession line between the 9th and 10th concessions from the western boundary to lot No. 7, inclusive; also of that part of concession line between the 10th and 11th concessions from the western boundary to lot No. 4, inclusive, all in the said township of Tecumseth, and to plant durable monuments along said parts of said concession lines	4th October, 1893.
7	Joseph M. Tiernan.....	575	1st July, 1891.	To survey the concession line between the 1st and 2nd concessions of the township of Tilbury East, and to mark the same by stone or iron monuments	3rd November, 1893.

AUBREY WHITE,
Assistant Commissioner.

GEO. B. KIRKPATRICK,
Director of Surveys.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1893.

APPENDIX No. 13.

Statement of Municipal Surveys for which instructions were issued during the year 1893.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	Richard Coad	586	14th July, 1893	To survey the road allowance between the first concession and the rear of the lots north of the Talbot Road in the township of Orford from side-road between lots numbers 66 and 67 north of Talbot Road to the town line between Orford and Aldborough, and also of the road allowance between the 3rd and 4th concessions of Orford from the town line between Orford and Aldborough to the limit between lots numbers 16 and 17, and to define said road allowances by permanent stone or iron monuments on each side thereof .....	.....
2	Frank Purvis	587	14th July, 1893	To survey that part of the road allowance between the 4th and 5th concessions of the township of Pittsburgh (reckoned from the west boundary) from the Rideau Canal easterly to side road between lots numbers 18 and 19, and to define the said road allowance by permanent stone or iron monuments on each side thereof .....	.....
3	Frank Purvis	588	15th September, 1893	To survey the line between the 1st and 2nd concessions of the township of Torbolton from the town line between the townships of March and Torbolton, across lots numbers 1, 2 and 3, or to the nearest point beyond these lots where the concession line can be satisfactorily ascertained, and to define the road allowance across lots 1, 2 and 3 by planting stone or iron monuments on each side thereof .....	.....
4	Frank Purvis	589	15th September, 1893	To survey that part of the town line between the townships of Ross and Westneath lying westerly of Muskrat Lake, and to plant stone or other durable monuments on each side of the road allowance or town line .....	.....

APPENDIX No. 13.—*Concluded.*

Statement of Municipal Surveys for which instructions were issued during the year 1893.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
5	E. J. Rainboth	590	7th November, 1893.	To survey the road allowance between the first and second concessions Rideau Front across lots numbers 31 and 35 inclusive in the township of Nepean, and to define the road allowance across said lots by permanent stone or iron monuments . . . . .	.....
6	T. H. Jones	591	21st December, 1893.	To survey part of Main Street in the village of Waterford, county of Norfolk, and plant permanent stone or iron monuments at the north-easterly and south-easterly angles of store lots numbers 3, 4, 5 and 6 being sub-divisions of village lot number 7 in Block 15 in the said village of Waterford . . . . .	.....

GEORGE B. KIRKPATRICK,
Director of Surveys.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1893.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 14.

Statement of Crown Lands Surveys, completed and closed during the year 1893.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount paid.	No. of Acres.
1	June 27, 1892	B. J. Saunders	Township of Booth	\$	30,911
2	July 4, "	H. B. Proudfoot	" Spolin	c.	29,451
3	October 11, "	James Dickson	Inspection of Surveys, 1892	163 77	
4	November 21, "	Demorest & Johnson	Timber Berths	261 57	
5	December 27, "	Alex. Niven	Expenses <i>re</i> investigating disputes <i>re</i> land, Point Abino	647 75	
6	February 20, 1893	Joseph Cozens	F. Pedley, investigating disputes <i>re</i> land, Point Abino	211 00	
7	June 15, "	J. W. Fitzgerald	Boundaries of Timber Berths, Batchewang Bay	137 02	
8	" 15, "	H. B. Proudfoot	Base and Meridian lines, Rainy River District	168 71	
9	" 15, "	H. B. Proudfoot	Township of Stratton	272 81	
10	" 15, "	H. B. Proudfoot	" McCrosson	4,480 00	
11	" 16, "	T. B. Speight	" Pratt	4,427 22	63,246
12	" 27, "	Coad & Robertson	" Longhrin	1,357 37	19,391
13	" 27, "	J. S. Laird	" Davis	1,642 06	23,458
14	" 27, "	E. J. Rainboth	" Capreol	1,896 58	27,094
15	" 27, "	B. J. Saunders	" Norman	1,849 35	26,405
16	" 27, "	J. K. McLean	" Purdon	1,716 19	24,517
17	July 22, "	W. M. Davis	" Gibbons	1,474 83	21,069
18	" 25, "	L. Bolton	" Greer	2,312 45	33,635
19	" 25, "	E. Stewart	" Tennyson	1,603 28	22,904
20	" 25, "	Seager & Deacon	Outlines of townships in Algoma	1,622 46	23,252
21	" 25, "	James Dickson	Certain claims north of Rat Portage	2,589 30	23,178
22	" 21, "	T. B. Speight	Certain claims at Norman, west of Rat Portage	33 10	
23	August 4, "	James Dickson	Part of south boundary of The Algonquin National Park of Ontario	140 70	
24	November 1, "	James Dickson	Limits of marsh lands, Long Point, Lake Erie	661 62	
25	" 1, "	W. S. Davidson	Inspection of Surveys, 1893	77 60	
26	" 6, "	G. B. Kirkpatrick	Line between Concession 7 and 8 Sombra	789 26	
27		J. F. Whitson	Expenses, investigating surveys in Sombra, Tilbury East and Tecumseth	47 45	
28			Drawing maps	69 00	
29			Copp, Clark Co., maps	1,300 00	
30			Toronto Lithographing Co., maps	237 13	
31			Map and School Supply Co., mounting maps	30 18	
				266 40	
				34,082 80	367,911

GEORGE B. KIRKPATRICK,
Director of Surveys.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1893.

APPENDIX No. 15.

Statement of Crown Lands Surveys in progress and Amounts advanced up to date, during the year 1893.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount advanced.
1	27th June, 1893	David Beatty	Township of Rathbun	\$ c.
2	3rd August, 1893	Francis Bolger	" Henry ..	1,450 00
3	6th October, 1893	T. R. Deacon	" Jaffray	1,500 00
4	22nd September, 1893 ..	J. W. Fitzgerald ..	Residue of the Township of Wylie ..	1,400 00
5	1st November, 1893 ..	Jas. Dickson	Inspection of surveys, 1893	525 00
6	25th September, 1893 ..	James F. Whitson ..	Expenses on account of survey of marsh lands along Rainy River	200 00
				200 00
				5,275 00

GEORGE B. KIRKPATRICK,
Director of Surveys.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1893.

APPENDIX NC 16.

Statement of Lands which have been patented in the District of Rainy River during the year 1893.

No.	No. of Description.	Patentees.	Designation of Land.	Acres.	Amount	Date of Patent.
					\$ ^{c.}	
1	246	M. C. Knight.....	Knight's location, south of Rat Portage.....	63	189 00	25th Jan., 1893
2	247	A. M. Hay, P. Sample, J. S. Whiting.....	339p being part of an island, Ptarmigan Bay, Lake of the Woods.....	170	510 00	8th Feb.,
3	248	Edward Kippling.....	443p south of Quarry Island.....	11	33 00	20th "
4	249	M. W. Bates.....	AL66, AL67, Lynx Head Falls, La Seine River.....	159	397 50	15th "
5	249½	G. R. Howard.....	451p, 452p, Devil's Gap.....	2 57	15 00	21st "
6	250	E. Gibbins, T. Hanson.....	Boulder Island, Bigstone Bay.....	5	10 00	21st March,
7	251	Essie Gibbins.....	465p, at west end of Rat Portage Bay.....	90	5 00	18th "
8	252	J. S. Whiting.....	454p, pt. of isl'd in Ptarmigan Bay, 455p on Echo Bay, ".....	57	171 00	20th "
9	253	J. S. Whiting.....	338p, 449p, 453p, Corkscrew Island, Ptarmigan Bay, ".....	111	333 00	20th "
10	254	J. S. Whiting.....	T1, T2, on Ptarmigan Bay, ".....	74	148 00	20th "
11	255	J. S. Whiting.....	306p, 307p, Clear Water Bay, 309p Ptarmigan Bay, ".....	142	426 00	20th "
12	256	J. S. Whiting.....	305p, north east part of Treaty Island, ".....	484	1,452 00	21st "
13	257	W. G. Scott.....	459p, island in Rat Portage Bay, ".....	36	5 00	18th "
14	258	Essie Gibbins.....	Parts of 85p and islets A & B west end of Rat Portage Bay, ".....	22	44 00	21st "
15	259	R. H. Agar.....	Islands 423p, 424p, Rat Portage Bay, ".....	38 60	193 00	6th April,
16	260	W. P. Sweatman.....	Islands 425p, 426p, Rat Portage Bay, ".....	6 69	36 75	7th "
17	261	W. F. Ireland.....	Islands 427p, 428p, Rat Portage Bay, ".....	3 20	18 00	6th "
18	262	R. H. Agar.....	443p on Coney Island, ".....	3 89	38 90	6th "
19	263	W. W. Colpitts.....	Islands D19, D20, Green's Bay.....	1 61	10 00	5th "
20	264	Joseph Smith.....	Island K132, northwesterly of Bare Point, ".....	2	10 00	12th "
21	265	W. C. Murphy.....	53k, Clear Water Bay.....	78	234 00	19th "
22	266	W. Ross, J. W. C. Ieclough.....	Island, K67, west of Yellow Girl Point, ".....	5	12 00	24th "
23	267	W. T. Gibbins, G. W. Murray, J. McDiarmid.....	The Slate Location, west of Hay Island, ".....	65	130 00	1st May,
24	268	J. M. Savage.....	Island K51 in Andrew Bay, ".....	2	20 00	2nd "
25	269	E. Arnold.....	D39, north east of Rat Portage, ".....	80	80 00	30th "
26	270	James Thompson.....	Island 110p, east of Pipestone Point, ".....	4	20 00	30th "
27	271	C. A. Moore, T. R. Deacon.....	Island D46, east of Middle Island, ".....	3	20 00	30th "
28	272	Joseph Jette.....	Island 2e, Bald Indian Bay, ".....	6	18 00	30th "
29	273	J. Eastwood, G. Faulkner.....	Island D44, north of Old Fort Island, Winnipeg River.....	7	21 00	30th "
30	274	A. McInnes.....	Island 61p, south of Shamuis Island, Lake of the Woods.....	6	18 00	30th "
31	275	T. R. Deacon.....	Island D61, south-east of Treaty Island, ".....	1	5 00	30th "
32	276	G. Faulkner, J. Eastwood.....	Island D51, below Old Fort Island, Winnipeg River.....	20	60 00	30th "
33	277	John S. Whiting.....	457p, 458p, Clear Water Bay.....	83	249 00	16th June,
34	278	E. Desmarais.....	33p on Spruce Lake, west of Rat Portage, ".....	60	180 00	22nd "
35	279	C. A. Moore.....	Islands D47, D48, D49, Matheson Bay, ".....	22	66 00	23rd "
36	280	Dudley Smith.....	508p or Briannita Island, east of Gull Island, ".....	63 75	160 00	22nd "
37	281	T. W. Dobbie.....	93p, Pine Portage Bay, ".....	67	114 00	22nd "
38	281½	C. P. Wilson.....	Location, W. McC., Coney Island, ".....	142 50	498 00	27th "
39	282	T. W. Dobbie.....	93p, near Pine Portage Bay, ".....	28	56 00	27th "
40	282½	John Nash.....	West part of K8, near Bulmer's location.....	6	12 00	29th "
41	283	J. H. Heney, F. Campbell, G. Drewry.....	East part of K8, near Bulmer's location.....	27	54 00	28th "

42	284	Octave Fortin.....	413A, part of an island in Rat Portage Bay, Lake of the Woods.	13.50	67 00	4th August,
43	285	Arthur Woods.....	D52, east of H. B. Co's reserve, Rat Portage,	86.50	260 00	8th "
44	286	David Rioux.....	K5 on west shore of Rat Portage Bay.	121	363 00	4th "
45	287	D. S. Curry.....	104P, 106P, Islands in Clear Water Bay,	13.70	53 00	4th "
46	288	F. M. Wade.....	D56 on southerly shore of Coney Island,	5.50	55 00	4th "
47	289	Alex. Dawson.....	35K, near Bigstone Bay,	85	255 00	8th "
48	290	John A. McClean.....	564P on southerly shore of Coney Island,	7.86	80 00	14th "
49	291	G. A. Chapman, R. H. Stewart.	244X, 245X, Islands 246X, 247X, 248X, 249X with the water power at Island Falls, La Seine River.	38.50	160 00	11th "
50	292	William Heaney.....	Island 97P, north of Point Aylmer, Lake of the Woods.	21	63 00	12th Sept.,
51	293	H. S. Stead.....	D57 on west end of Coney Island,	6.60	66 00	12th "
52	294	Canadian Pacific Railway	Block of land at Ignace Divisional Station	40	120 00	13th "
53	295	Richard Gould.....	K174, east of Rat Portage.	24	24 00	12th "
54	296	Henry Langford.....	568P on northwesterly end of Coney Island, Lake of the Woods.	6.30	63 00	12th "
55	297	Angus Kirkland.....	570P, southerly part of island south of Devils Gap,	28	140 00	22nd "
56	298	F. Beck.....	Island 461P, south of Devils Gap,	2	10 00	25th "
57	299	Angus Kirkland.....	460P, northerly part of island, south of Devils Gap,	28	140 00	23rd "
58	300	R. H. Agur.....	Island 462P, south of Devils Gap,	1	5 00	23rd "
59	301	W. M. Shaw.....	K31, on east side of Winnipeg River, North of Rat Portage.	99	99 00	25th "
60	302	May Hamilton.....	D60,	2	5 00	27th "
61	303	H. S. Barnes.....	D61, east side of Winnipeg River,	10	20 00	25th "
62	304	Mary A. Faulkner.....	D64, east side of Winnipeg River,	6	12 00	25th "
63	305	W. H. Laird.....	D59, D63, D62, east side Winnipeg River,	37	2 00	27th October
64	307	W. W. Scott.....	Lot 8, Norman, in municipality of Rat Portage.	50	5 00	16th "
65	308	William Morrisette.....	Lot 18, Norman,	1.10	6 00	16th "
66	309	Alfred J. Parsons.....	Lots 16, 17, 19, 20, 21, 22, at Norman, municipality of Rat Portage.	3.75	20 00	16th "
67	310	Public School Board, sec. 1	Lot 13, Norman,	90	5 00	16th "
68	311	A. E. Milligan.....	Lot 14, Norman,	20	5 00	16th "
69	312	John Kay.....	Lots 7, 11, 24, Norman,	3.20	17 00	16th "
70	313	Angus Morrison.....	Lot 5, Norman,	26	5 00	16th "
71	314	Henri Bladeau.....	Lot 3, Norman,	30	5 00	17th "
72	315	Angus Carmichael.....	Lot 6, Norman,	50	5 00	17th "
73	316	Catharine Smith.....	Lot 1, Norman,	25	5 00	17th "
74	317	Paul Messiah.....	AL68, AL69, Lynx Head Falls, La Seine River	89	222 00	17th "
75	318	F. W. Moore.....	Island 271P, west of Sultana Island, Lake of the Woods	less than 1 acre	20 00	14th "
76	319	John A. Macdonell.....	Lots 9, 10, 12, locations 65, 66, Norman, municipality of Rat Portage.	55	192 00	23rd "
77	320	James B. Davis.....	Lot 4, Norman,	27	5 00	24th "
78	321	John W. Humble.....	Island 108K, Bigstone Bay, Lake of the Woods	25	5 00	28th "
79	322	John McCann.....	Lot 23, Norman, municipality of Rat Portage	40	40 00	31st "
80	323	Isabella Seager.....	Location 295P, north east of Rat Portage.	47.50	47 00	9th Dec.,
81	324	W. W. Colpitts, Jas. Robinson	Location 585P, south end of Treaty Island, Lake of the Woods	35	122 00	9th "
82	325	Robert E. Preston.....	Preston's location, adjoining Western Lumber Co. loc'n, Rat Portage.	67.50	67 00	23rd "
83	326	Henry D. Q. Sewell.....	W's location K13, south of Rat Portage.	69.50	69 00	23rd "
84	327	Maurice Cosgriff.....	E's location K13	50	5 00	30th "
85	328	John Milliard.....	Lot 15, Norman, in the municipality of Rat Portage	3222.60	9,037 15	

AUBREY WHITE,
Assistant Commissioner.

GEORGE B. KIRKPATRICK,
Director of Surveys.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1893.

APPENDIX No. 17.

Statement of Mineral Lands which have been patented in Unsurveyed Territory in the Districts of Nipissing, Algoma and Thunder Bay, during the year 1893.

No.	No. of Description.	Patentees.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
1	3000	H. S. Sibley, J. J. Marvin. . .	Islands A to Z in front of Ryan Location, Lake Superior	163.50	\$ c. 408 75	5th April, 1893.
2	3003	A. J. Macdonell, D. O'Connor. .	W. R. 12. west of Lake Wahnapiatae	40	80 00	15th February, 1893.
3	3008	George H. Macdonell.	R. 480 on Mattawin River. west of Conmee	43	86 00	12th April, 1893.
4	3011	Alphonse Mondoux	W. R. 37 Spar Lake, Township of Scadding	36	108 00	2nd May, 1893.
5	3012	R. G. Hamilton	R. 511, north of Mattawin River, west of Conmee	80	160 00	16th June, 1893.
				362.50	842 75	

GEORGE B. KIRKPATRICK,
Director of Surveys.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1893.

APPENDIX No. 18.

Statement of Patents, etc., issued by the Patents Branch during the year 1893.

	Number.
Crown Lands	288
School "	51
Mining "	22
Public " (late clergy reserves).....	27
Free Grant Lands, A. A.....	51
" " (under Act of 1880).....	244
Rainy River "	85
Mining Leases.....	122
Crown "	3
License of occupation	1
Total	894

JNO. M. GRANT,
Chief Clerk.

AUBREY WHITE,
Assistant Commissioner.

DEPARMTENT OF CROWN LANDS,
TORONTO, 30th December, 1893.

(Appendix No. 19.)

TOWNSHIP OF McCROSSON.

DISTRICT OF RAINY RIVER.

TORONTO, ONTARIO,

November 6th, 1893.

SIR,—I have the honor to submit the following report of the survey of the township of McCrosson, in the district of Rainy River, made during the past summer, in accordance with instructions from your Department, dated June 15th, 1893.

The township of McCrosson is situate on the south-east shore of the Lake of the Woods, and is bounded on the west by the said lake and part of the township of Spohn, surveyed by me during the summer of 1892; on the south by the township of Pratt, surveyed by me during the present summer; on the east by unsurveyed lands of the Crown, and on the north by the Lake of the Woods and the 49th parallel of latitude or 1st base line of the Dominion Government system of survey, established by D.L.S., A. L. Russell in 1874.

Part of Indian Reserve, 35 E., surveyed by D.L.S., C. F. Miles in 1880, occupies a point containing one square mile, at the north-west angle of the township of McCrosson.

I found the old lines of survey and posts of the reserve, and connected them with the lines of the township, leaving an allowance for road of one chain to the east and south of the reserve boundaries, as instructed by letter from the Director of Surveys, subsequent to the date of general instructions; Indian Reserve, 35 G, or those parts of said reserve that are shown to lie in part of the area covered by the township of McCrosson, not having yet been surveyed by the Department of Indian Affairs, Ottawa, and no accurate knowledge being obtainable of exactly where the lines should be on the ground, no attention was paid to the said reserve in making this survey; the lines crossing the area where it is supposed to be were surveyed to the shore of the Lake of the Woods, and to the boundaries of Indian Reserve, 35 E. The reserve may now be described as lots or parts of lots of the township of McCrosson.

The Little Grassy River and two of its branches flow through the township, but the height of the water in the Lake of the Woods has deprived this river of its current for most of the distance it was surveyed. A considerable fall is met with near the east boundary, on which improvements have been made some years ago for the purpose of driving timber and logs; at the time of the survey a very small quantity of water was flowing over it. Springs of good water, which are not usually found in this district, occur frequently along the banks of the south-east branch.

The soil, with the exception of a few lots, is clay loam of excellent quality, and the timber being not only large, but at present in good demand for ties, stave bolts, etc., etc., makes this a first-class township for the settler.

The timber consists principally of tamarac spruce, poplar, and cedar; a few scattered red and white pine occur, but not in any quantity.

Considerable swamp is shown on the plan, but I do not consider it detrimental to the value of the township for farming purposes. The season being unusually dry, it was very difficult to decide what was or what would be swamp during an average season. In this district much excellent land, growing nothing but spruce, tamarac and cedar, and which appears at first, on account of the deep moss, to be swamp, makes the best arable land on clearing with nothing but the ordinary surface drainage.

The winter road to Rainy River, cut out by order of your Department a few winters ago, leaves the little Grassy River in this township, and I have no doubt that, with the establishment of a stopping place thereon, it will in a short time be used as the mail route after the freezing of the lake, saving, as it will, a considerable number of miles in the distance to be travelled, as well as the long cold drive over that part of the Lake of the Woods locally called the Big Traverse.

I began the survey on the east boundary of the township of Spohn, at the north-east angle of the township of Pratt, an astronomical observation having been taken two miles north thereof. The concession lines are run due east and west astronomically, and the side lines due north and south astronomically. The lots were made forty by eighty chains, containing three hundred and twenty acres.

No allowances for roads were made.

Iron bars one and one-half inches in diameter and from three feet to four feet six inches in length, were planted at the north-east, south-east and south-west angles and one on the 49th parallel or north boundary, near the water's edge of the Lake of the Woods. They were marked with a cold chisel with the name of the township on the side facing it, and the number of the concession and lot on the the other sides.

In all cases where an iron bar was planted, a wooden post was driven beside it and marked with the numbers of the lots and concession, as described below.

The lot posts were marked in the usual manner, namely, with the numbers of the lots on the east and west sides and the numbers of the concessions on the north and south sides. The posts, however, between lots numbers one and two, three and four, five and six, etc., had the concession numbers marked only on the north side, as the said posts do not govern the lot lines in the concessions to the south of them.

I made a micrometric traverse of the Little Grassy River, but it is not navigable for steamboats, on account of the bar at its mouth, and has no appreciable current.

The 49th parallel I found very much grown up with small timber, and very few blazes visible. I reopened the two miles and a quarter forming the north boundary of McCrosson, but could not find any traces of posts or bearing trees.

The east boundary of the township of Spohn, having been reopened last year by me, required very little work done on it, a few brush to break and inter-sections to chain.

The season was one well adapted for surveying operations, but in this district, as elsewhere, the want of rain was very severely felt.

No frost occurred till well on in September. Game, such as duck, partridge, moose and caribou, is plentiful, and I am informed that fish abound in the Little Grassy River.

Accompanying I forward plan, field notes, etc.

I have the honor to be, Sir,

Your obedient servant,

H. B. PROUDFOOT,

Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 20).

TOWNSHIP OF PRATT.

DISTRICT OF RAINY RIVER.

TORONTO, ONTARIO,

December 13th, 1893.

SIR,—I have the honor to submit the following report of the survey of the township of Pratt, in the district of Rainy River, made in accordance with instructions, dated the 14th day of June, 1893.

The township of Pratt is bounded on the north by the township of McCrosson, surveyed by me during the present summer, on the west by the township of Spohn, which was surveyed by me during the year 1892, on the south by the townships of Blue and Nelles, surveyed by the Dominion Government in 1876, and on the east by unsurveyed lands of the Crown.

The township of Pratt has been surveyed into lots of 320 acres each. The concession lines were run due east and west astronomically and the side lines due north and south astronomically. Posts were planted at the corners of the lots on the various concession lines, and marked with the numbers of the lots on the east and west sides, and the concession numbers on the north and south sides—the posts, however, between the lots numbers one and two, three and four, etc., etc., in the different concession lines were not marked with the concession numbers on the south side. Iron bars $1\frac{1}{2}$ inches in diameter and 4 feet 6 inches in length were planted at the corners of the township and marked with the name of the township on the side facing it, and the number of the concession and lot on the other sides.

The south boundary of this township is one chain and fifty links north of the line surveyed, there having been a road allowance of that width laid out, when the first correction line south was surveyed. The lots posts were planted by me on the north limit of the road allowance, one chain and fifty links north of the line surveyed upon the ground. I was able to find a few of the posts on the surveyed line, but did not find any that were planted one chain and fifty links north thereof. The west boundary was surveyed by D. L. S. Reid some years ago, and opened up by me last year when surveying the township of Spohn; so that no work was necessary on that line this year.

Two branches of Little Grassy River take their rise in the big swamp in this township and flow in a northerly direction through the township of Pratt into the township of McCrosson.

This township is mostly swamp with the exception of a few lots in the north east corner, and will not be fit for settlement without extensive drainage works being first constructed.

The first four lots in the fifth and sixth concessions are of excellent quality. Lots numbers five to eleven in the sixth concession, and lots numbers five to eight in the fifth concession are also very fair lots. The high land in the south-easterly part of the township is rocky and sandy and not of much value for agriculture. The timber is mostly tamarac and spruce in the swamps. On the high lands poplar, tamarac, spruce, birch, balsam, balm of Gilead, and in the very wet swamp lands the timber is chiefly stunted tamarac and spruce.

The winter road to Rainy River passes through the north-east corner of the township.

White pine in small quantities is met with in some places, but not in sufficient quantities for a timber berth.

A small lake is crossed on the east boundary in the second concession and am informed by the Indians, that there are twelve more to the east and north thereof.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) H. B. PROUDFOOT,

The Honorable A. S. HARDY,

Ontario Land Surveyor.

Commissioner of Crown Lands,

Toronto.

(*Appendix No. 21.*)

TOWNSHIP OF CAPREOL.

DISTRICT OF NIPISSING.

ESSEX, ONTARIO,

December 22nd, 1893.

SIR,—I have the honor to submit the following report of the survey of the township of Capreol, in the district of Nipissing, performed under instructions from your department, dated 27th day of June, 1893, together with field notes, plans and account of the same, transmitted herewith, all of which, I trust, will be found satisfactory.

From here I proceeded to the city of Windsor, thence by boat to Algoma Mills, and from thence by rail to Wahnapiæ Station on the Canadian Pacific Railway, from thence I proceeded by the colonization road through the township of Dryden and by the Holland and Emery Company's railway in the township of Garson near the north-east angle of the last named township, following along the east boundary of the township of Garson, from where this railway crosses it. I found the cedar post standing at its north-east angle marked on the north side, concession I. Maclellan, on east side, lot XII., and on south side, concession VI., Falconbridge, and from this post I retraced and rechaind the north boundary of the township of Garson as the front of my first concession, and from the same post I chained north along the west boundary of the township of Maclellan as the east boundary of my township, planting the posts for the depth of the concessions at regular intervals of eighty chains and from these posts I ran due west astronomically, planting the lot posts at intervals of forty chains until I reached my west boundary, which boundary I ran due north, astronomically, from a cedar post and balsam post, I found standing together at the north-west angle of the township of Garson, until I reached the front of the sixth concession, where I deflected $3^{\circ} 30'$ to the west in order to strike the cedar post and iron tube planted by Ontario Land Surveyor D. Beatty last year, at the south-east angle of timber berth number sixty-six, from which post Mr. Rainboth had run the south boundary of the township of Norman, which was to form my north boundary.

The greater portion of the south half of the township is low and swampy, but when drained, will, in my opinion, make excellent farming land. The north half is undulating and rocky, more especially the north-eastern portion, where the rocky ridges attain the greatest elevation.

The soil in the low-lying portions of the township is a dark, sandy loam and gravel, and on the higher land a reddish sand and a fine quality of gravel.

The timber is chiefly pine, spruce, tamarac, cedar, birch, hard maple and balsam. A large amount of good, fairly large pine was seen throughout the township, in the swamps the spruce, tamarac and cedar is of a fair size and good and also the birch and hard maple found on the ridges. The balance of the timber is small and scrubby.

The township is well watered with lakes and creeks, in the former abound pike, perch, pickerel and black bass.

A number of moose, red deer, and mink were seen during the survey, and signs of bear, beaver and otter existing in the township are very prominent in many places.

The variation of the magnetic needle was found to be 6° , $45'$ west and very regular throughout the survey.

I have the honor to be, Sir,

Your obedient servant,

JAMES S. LAIRD,

Ontario Land Surveyor.

The Honorable A. S. HARDY,

Commissioner of Crown Lands,
Toronto.

(Appendix No. 22.)

TOWNSHIP OF CRERAR.

DISTRICT OF NIPISSING.

WOODSTOCK, ONTARIO,

November 29th, 1893.

SIR,—I have the honor to report as follows regarding the survey of the township of Crerar, in the district of Nipissing, under instructions from your Department, dated the 22nd day of July, 1893.

I left Sturgeon Falls on Friday, the 25th day of August, with a party of thirteen and proceeded to the work *via* the Sturgeon River.

The first camp in the township, at the mouth of the Tamagamingue River was reached on the evening of the 26th day of August.

On the 28th day of August, the survey was commenced at the south-east angle of the township, and carried on without intermission until Saturday, the 7th day of October, when the work was completed. I reached Sturgeon Falls again on the 9th day of October.

The lines were run with transit and solar compass—the rivers traversed with compass and micrometer. The variation of the magnetic needle ran from 6° $30'$ W in the eastern part of the township to 7° $30'$ W in the western part.

The township is very rocky and much broken by hills. It is well watered by a number of creeks with rocky beds and rapid fall. The land is in my opinion, not adapted for agriculture, but some exploration for minerals has taken place. The water is quite soft and usually of a reddish color; the streams contain very few fish.

Game is not plentiful, but some moose, deer and many partridges were seen.

The Sturgeon River which is a stream of considerable importance with a moderately swift current has only one rapid that necessitates a portage, the part of the river above the rapids is very deep.

The Tamagamingue River is a succession of chutes and shallow lakes and at the north-east corner of the township narrows rapidly. Lumbering operations have been carried on in the township for many years, and what timber remains with the exception of that on the tract of land between the Sturgeon River and the Tamagamingue River is of little value.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) WILLIAM MAHLON DAVIS,

The Honorable A. S. HARDY,

Ontario Land Surveyor

Commissioner of Crown Lands,

Toronto.

(Appendix No. 23.)

TOWNSHIP OF DAVIS.

DISTRICT OF NIPISSING.

GLENCOE, ONTARIO,

December 28th, 1893.

SIR,—We beg to state that in accordance with your instructions, dated the 27th day of June, 1893, we have made a survey of the township of Davis, in the district of Nipissing and to report thereon as follows:—

We left Glencoe on Monday, the 24th day of July and proceeded by railway to Sturgeon Falls, where we got our party together and supplies for the work.

From Sturgeon Falls, we went by canoe up the Sturgeon River and entered the township by Murray Lake at noon, on Wednesday, the 2nd day of August, and immediately set to work retracing the east boundary, which had grown up considerably to underbrush since being first cut out. We might also say that in the first concession, the line had also been burnt over since first cut and many of the blazed trees destroyed. In fact none of the bearing trees at the south-east angle were to be found, although the corner post was standing marked as stated in my instructions. Beside it as at the other corners of the township we planted 3 feet of 1½ inch gas pipe marked with name, number of lot and concession, also number of adjoining townships on the proper sides.

We took an observation for meridian at the south side of Murray Lake on the night of the 2nd of August and at other places and times throughout the survey as shewn in the notes. From the south-east corner of the township, we worked west and north till the survey was completed.

The township throughout is very rough and rocky, particularly towards the south and north. The part being least so, is in concessions three and four, lots eight to fourteen.

The township is well watered. In the north-east part by Lakes Washkigamoy and Murray connected by a fall 25 to 30 links wide and 12 to 15 feet high—affording splendid water power for mill purposes.

At the north-west is Lake Kookagaming with an outlet through a chain of lakes in the township north into Lake Washkigamoy and at the south-west is lake Ashgaming with its outlet by a creek through concessions numbers one and two, thence to the Sturgeon river. This creek varies in width from twenty-five to thirty links to four or five chains and in depth from a few inches to eight or ten feet. It is generally sluggish, but must at times, carry a large amount of water.

The shores at places are rocky, at others marshy, a considerable part being covered with alders for a chain or two on either side. Besides these waters are numerous small creeks and beaver ponds.

The islands in the lakes, with only a few exceptions are only small barren rocks, containing less than one quarter of an acre each.

Nearly all of the township has been burned over in recent years. That part, however, in the north-east corner, except along the lake shore is green bush, as is also a part along the north boundary for some distance west of the lake.

Where burnt over, there is an undergrowth of birch, poplar and jack pine on the high land, and alder, cedar and spruce in the low land.

The green bush consists of mixed timber, being pine from fifteen to thirty inches, birch, whitewood, spruce and tamarac in places, but there is very little marketable timber.

As may readily be supposed where burnt over there is a good deal of exposed rock surface and the remainder for the greater part has very shallow, sandy soil. There are, however, several places of small extent where the soil is deeper and of a clayey nature.

The township is adapted chiefly for mining purposes as shown by the number of locations already taken up and surveyed.

Throughout the township there was more or less local attraction, or magnetic variation—not particularly great, but from 1 to 2 degrees in short distances.

The best way to open up the township will be by means of roads constructed from the railroad to the south.

In addition to this report, we have prepared a plan and timber map of the township together with field notes of the survey in full.

All of which is respectfully submitted.

We have the honor to be, Sir,

Your obedient servants,

(Sgd.) COAD & ROBERTSON,

The Honorable A. S. HARDY,

Ontario Land Surveyors

Commissioner of Crown Lands,

Toronto.

(Appendix No. 24)

TOWNSHIP OF GIBBONS.

DISTRICT OF NIPISSING.

ELORA, ONTARIO,

November, 1st, 1893.

SIR,—I have the honor to submit the following report of the survey of the township of Gibbons, in the District of Nipissing, performed under instructions from your Department, dated the 25th day of July, 1893.

I proceeded by railway to Sturgeon Falls, thence by canoes up the Sturgeon River to the scene of operations carrying out the survey according to instructions the details of which are shown on the accompanying plan and field notes.

I commenced the survey of the township at the south-east corner, retracing the boundary between this township and the township of Badgerow, westerly, planting posts at each forty chains for the lots on concession number one. I continued retracing this line to where it crosses the Sturgeon River, to which point I moved my camp. Any posts of the township of Badgerow, which I saw I noted and connected with my posts. At the end of each eighty chains, I ran north eighty chains the depth of concession one. From the side line between lots numbers two and three, I ran east to the township of Bastedo. Then I continued west planting posts at each forty chains except where I intersected the side lines running north. I planted the posts at the intersection of the lines owing to the position of the Sturgeon River, and the different lumber roads. I was able to continue this system without moving camp, until I had retraced the whole of the south boundary; had run the lines between concession one and two and concession two and three, and completed each side line to the front of concession four.

I made a micrometer survey of the Sturgeon River as soon as I had all lines run across it.

I then moved by road to the south-west corner of lot number four, concession number four, completing the concession lines easterly to, the township of Bastedo, and west to McCarty Creek along which there is a fair road. I also ran the intervening side lines north to the next concession line. I then moved north repeating this method until I reached concession number six, where I completed the north-east corner of the township. I then moved by road to the south-west corner of lot number six, concession number six from where I was able owing to the road along McCarty Creek to extend the different side lines north to the north boundary. I also retraced and reblazed the north boundary east to the north-east angle of the township and west to the Tamagaming River. I then moved camp to where the concession line between concessions three and four crosses McCarty Creek from which point I completed all that portion south of the Tamagaming River, with a flying camp across the Tamagaming River. I retraced the north boundary westerly, continued the side lines north and completed the west boundary.

Sturgeon River runs through the south westerly part of this township, entering at the south-west corner of lot number twelve, concession number three and leaving at the south-west corner of lot number six in concession number one. This is a large, deep river generally with clay banks twelve to fifteen feet high. It is about three chains in width—but at this distance from the mouth numerous shallows with a strong current occur.

McCarty Creek runs from the north-east corner of the township, along and parallel with the north boundary about two miles, thence south westerly into the Sturgeon River, near the south-west corner of lot number eleven concession number three. This creek is about twenty-five links wide and has been improved for lumbering purposes.

The Tamagaming river also runs across the north-west portion of the township, entering in lot number nine, concession number six and leaving in the fifth concession.

This is a stream of beautiful clear water about two chains wide, from three to five feet deep, with a rapid current; in fact so strong is the current that myself and party came down a mile on a raft in twenty-eight minutes.

Nearly one-half the township has been burnt over. Of the remainder nearly all the pine has been taken off by lumbermen, spruce, balsam, birch, cedar and tamarac being the remaining timbers with an occasional maple on the higher lands and elm along the streams.

There is a considerable area of good agricultural land, especially along the streams, notably along the Sturgeon River, where it extends back a considerable distance. The whole of this land is easy of access; a fair waggon road running from the river to lot number five in concession number one, then northerly to lot number one in concession number six; another road also runs from this lot to lot number four, concession number five, with a branch to the mouth of McCarty Creek. Thence following McCarty Creek north-easterly nearly four miles.

Several settlers have already made considerable clearings and in most cases, have comfortable barns and houses. They had good crops of hay, oats and potatoes, the latter being remarkably good. I also saw small areas of wheat and peas and considering that they were not sown until nearly June, they were looking very well.

Garden stuff also does well, cabbage, beans and radishes were all of fine quality, while I never saw finer cucumbers than were growing here at the time of my arrival about the 20th day of August.

No traces of any minerals of economic value were seen, I enclose statement of squatters found in the township.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) J. K. McLEAN,

Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 25.)

TOWNSHIP OF LOUGHRIN.

DISTRICT OF NIPISSING.

TORONTO, ONTARIO,

October 26th, 1893.

SIR,—I have the honor to submit the following report on the township of Loughrin, in the District of Nipissing, surveyed by me during the present season, under your instructions, bearing date the 27th day of June, 1893.

Leaving the Canadian Pacific Railway at Warren station, I proceeded north-westerly through the township of Ratter by way of the Imperial Lumber Company's Timber railway, and by trail to the north-east angle of the township of Hagar.

Owing to the action of bush fires, considerable difficulty was experienced in locating this corner, and having found the balsam post planted by Ontario Land Surveyor Purvis partially destroyed by fire, I replaced it by a cedar post 8 inches square, planting on its west side an iron bar. My instructions being that this angle should form the south-east angle of the township of Loughrin, I commenced the survey at this point.

I retraced and reblazed the south boundary, opening out the line and planting posts at every half mile according to instructions. The east boundary I also opened out and reblazed, planting posts at every mile to mark the fronts of the several concessions. From the points thus established I ran north and west respectively, sub-dividing the township into lots of about three hundred and twenty acres each.

I planted iron bars with the name of the township marked thereon at all the angles of the township, with the exception of the north-west angle, where I found one had already been placed.

The township of Loughrin is drained by the north-east and north-west branches of La Veuve river and watered by numerous springs, but contains no large lakes. As will be seen from the field notes, this township is generally rough, broken and rocky, and cannot, as a whole, be considered good for agricultural purposes. Some tracts of good clay land occur along the flats adjoining La Veuve river.

Brulé dating back about twenty years covers the entire township, and there is consequently no large timber of value.

The second growth timber is dense, and consists of jack pine, poplar, spruce, birch and tamarac, amongst which, in some places, numerous dead white pine trees are found.

Indications of valuable minerals were met with in the north-east and south-west parts of the township. These were iron, copper and mica—the former causing considerable magnetic disturbance.

The prevailing rocks are granite and gneiss.

Game was abundant, and included moose, bear, beaver and partridge.

Abundance of blueberries, raspberries and other small fruits were found.

Accompanying this report is a general plan, a timber plan, and field-notes of the survey.

I have the honor to be, Sir,

Your obedient servant,

To the Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Sgd.) T. B. SPEIGHT,
Ontario Land Surveyor.

(Appendix No. 26.)

TOWNSHIP OF NORMAN.

DISTRICT OF NIPISSING.

OTTAWA, ONTARIO,
December 11th, 1893.

SIR.—I have the honor to submit the following report of the survey of the township of Norman, in the district of Nipissing, in conformity with instructions from your Department dated June 27th, 1893.

I proceeded from Wahnapiatae station on the Canadian Pacific Railway in canoes up the Wahnapiatae river to Lake Wahnapiatae and across the same to its most westerly bay which lies in the township surveyed by me.

Having reached the south-west corner of the township of Norman, which corner was located by O. L. S. Beatty. I ran the south boundary on the bearing east astronomically, to its intersection with the west boundary of the township of MacLennan.

I ran the side lines north astronomically, and the concession lines I ran east and west astronomically as I proceeded, as shown on accompanying plan and field notes which contain all the details of the survey.

The variation of the magnetic needle I ascertained to be six degrees and thirty minutes west.

The surface of the township is rough, broken, and rocky, and not very suitable for agricultural purposes, many mining locations, however, have been surveyed, and there is a number of mining locations in this township partly developed. The ore in question is said to be a gold-bearing quartz.

The rock formation is chiefly Laurentian with occurrences of greenstone.

The northern part of the township from the fourth concession northward is well timbered with white and red pine of medium size which could be taken down the stream known as Post creek, to Wahnapiatae Lake.

The southern part is covered with a scrubby growth of spruce, balsam, pitch pine and birch, and some scattered white and red pine of medium size.

The burnt area in this township is comparatively small, a portion being in and about the mining locations, and the remainder towards the north-west corner. In concessions five and six, from about lot nine westerly to township boundary the land is only partly burnt.

The lakes are numerous and large, especially in the south-east part, some of which are well stocked with trout as well as the common varieties of fish.

Game is fairly abundant, the moose particularly so. There are a few red deer as well as bear, beaver in some of the small lakes, towards the western part of the township, and other small fur-bearing animals. Partridge are also numerous.

This township being contiguous to the Indian reserve No. XI, upon which only two families live, accounts for the preservation of the beaver, as it is a well-known fact that Indians preserve their hunting grounds, when not encroached upon by white hunters, never entirely exterminating the species, but leaving sufficient for reproduction.

I have the honor to be, Sir,
Your obedient servant,

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Sgd.) ED. J. RAINBOTH,
Ontario Land Surveyor.

(Appendix No. 27.)

TOWNSHIP OF STRATTON.

DISTRICT OF NIPISSING.

PETERBOROUGH, ONT., December 29th, 1893.

SIR,—I have the honor to submit herewith the plan and field notes of the survey of the township of Stratton, in the District of Nipissing, performed under your instructions of date the 15th day of June, 1893.

The township lies north of the township of Master, east of parts of the townships of Guthrie and Barron, south of township of Bronson, and west of parts of the old townships of McKay and Wylie.

The lots number from east to west and the concessions from south to north, thus placing the initial point at the south-east angle of the township.

After due preparation, and having taken the necessary astronomical observations for azimuth and getting the magnetic variation, I commenced the survey at this point. I first ran out, as nearly as practicable, the east half of the township from south to north, and then the west half, in the same way.

The chief features of the township are the two main branches of the Petewawa river, known as the "North" and "South" branches.

The north branch flows in a south-easterly direction, from lot number fifteen, concession number fifteen, on the north boundary, to lot number one, concession number eight, east boundary. The south branch, in a tortuous course, flows in a more easterly direction through the south half of the township, from the west boundary to lot number four in concession number one, south boundary.

Along the course of this branch there is a chain of lakes which vary considerably in outline and extent. They are connected by long, narrow streams and rapids upon which are several dams and chutes for the passage of logs.

At many points the narrows are formed by clefts in the rock (gneiss), perpendicular in places to a height of 100 feet or more, the stream not exceeding 50 feet in width.

In freshet or flood times the water rushes through them with great force.

The north branch, which carries the larger body of water, is within the township, more direct and uniform in its course, presenting long, unbroken navigable stretches, varying from ten to twenty chains wide.

The north easterly shore is rock-bound and prominent, rising in places, more or less abruptly from the water's edge, to a high elevation, but at intervals it recedes a short distance before attaining the same general level.

Much of this part has been burnt over and denuded of its timber, so that a comparatively bald and barren landscape has taken the place of what must at one time have been beautiful natural scenery.

The westerly, or southerly, shore of this branch is for the greater length low and swampy, and is covered with a fair growth of mixed woods, the soil being of a sandy loam, resting generally on stiff clay bottom, but occasionally on coarse sand, gravel and stone.

Between these two main branches of the Petawawa river there are two lesser streams, Forbes and Lone Creeks. They flow diagonally, and nearly parallel from north-west to south-east through the township, dividing the country traversed into three belts of nearly equal average width and areas.

There are no open lakes or water stretches upon them, their supply coming from the adjacent swamps, marshes and ponds through which they flow.

Forbes' Creek joins the south branch in lot number twenty-one, in concession number four, and Lone Creek, the north branch, outside the township a short distance east.

The two branches of the main river unite about nine miles east of the township of Stratton, and thence flow nearly due east about seven miles into the Ottawa river.

It can be said that nearly all this district has been extensively lumbered over during many years, yet there remains a considerable amount of average and smaller pine trees, scattered over the country, suitable for commercial use, besides an almost inexhaustible quantity of other marketable woods—basswood, maple, spruce, tamarac, etc., etc. Taking the township as a whole, it is not suitable for farming purposes.

// Excepting in the low flat lands and swamps, where the soil, a sandy loam, is usually of some depth and fertility, though necessarily requiring drainage, the land is light and stony, and the arable patches met with too few and far between to make anything like compact, productive farms, or prosperous settlement. //

There are large areas of brulé and burnt land, frequently covered with a dense growth of young poplar, white birch, willow, cherry, balsam, etc., causing progress through them very slow and often difficult.

The Pembroke Lumber Company have a central depot on lots numbers twenty-seven and twenty-eight, in concession number seven, and about ten acres cleared. There are two lumber camps in operation this winter taking out pine saw logs.

There is no permanent settler in the township.

As might be inferred from the foregoing, the timber remaining is scattered and very mixed, rendering it impossible almost to classify or to locate on a plan, the various kinds and qualities.

The lakes and rivers are all plentifully stocked with fish—maskinonge, pike, pickerel, trout, bass, etc., etc.

Thanks to the protection secured by the Game Laws, fur-bearing animals, deer, moose, etc., are rapidly increasing in numbers.

// Of the total area of the township, probably twenty per cent. will be found fairly adapted for cultivation, while undoubtedly a large portion is capable of being converted into grazing and pasture lands. //

Hoping the returns, etc., will be found satisfactory to the Department,

I have the honor to be, Sir,

Your obedient servant,

(Sgd.)

J. W. FITZGERALD,

Ontario Land Surveyor.

The Honorable A. S. HARDY,

Commissioner of Crown Lands,

Toronto.

(Appendix No. 28.)

TOWNSHIP OF TENNYSON.

DISTRICT OF ALGOMA,

LISTOWEL, ONTARIO,

November 22nd, 1893.

SIR,—I have the honor to submit the following report of the survey of the township of Tennyson, in the district of Algoma, as surveyed by me, according to your instructions, dated the 25th day of July, A.D. 1893.

Leaving Listowel on the 10th day of August last, I proceeded by railway to Wiarton, thence by boat to the village of Massey, in the township of Salter, which lies south of the township of Tennyson, where I completed my outfit, and then by wagon into the township, a distance of about fifteen miles.

I commenced the survey at the south-west angle of the township of Gough, surveyed by me last season, by planting an iron post alongside of the cedar one in the stone mound marking said angle, this being the south-east angle of this township. I marked the iron post with the names of the contiguous townships. I then retraced and reblazed the north boundary of the township of Salter, making it the front of my first concession, planting posts at regular distances of forty chains each until I reached the line run by Ontario Land Surveyor W. Beatty, forming the west boundary of my township, leaving lot number twelve in the first concession, thirty-four chains, thirty-one links. There was no post marking the south-west angle of the township. The fire that has passed over this part of the township a number of years ago had destroyed all trace of it. I closely traced both boundaries, finding their intersection, and planted an iron post, marked "Salter" on south-east side, and "Tennyson" on north-east side. The north boundary of the township of Salter has been burnt over a number of years ago, destroying all traces of the old posts, with the exception of that marking the north-west angle of section number one, it being in the green timber. I found sufficient evidence, such as old stumps from the trees that had been cut down when the line was new, pine and cedar stubs bearing blaze marks, to retrace the old line very closely.

I made my concessions eighty chains in depth, leaving the overplus in the sixth concession. I ran my concessions east and west astronomically, and my side lines north and south astronomically. At the north-east angle of the township I found the cedar stake in the stone mound and planted an iron stake alongside of it marked "Gough" on south-east side and "Tennyson" on south-west side. I retraced and reblazed the north boundary, finding at the north-west angle of the township a cedar post marked XIV. M. apparently on the east side. The post had been bent over by a falling tree and might have been turned thereby. I marked the cedar post with XII. on the east side and C. VI. on the south side, and planted an iron post on the south side of it marked "Tennyson," as directed in your instructions; due west of this post, at the distance of three chains and fifty links, I found another cedar post marked CXXX. on west side and CXXIII. on east side, being the numbers of the timber berths, the marks however were not very distinct. From this post there was a line run northward and another westward. I retraced and reblazed the west boundary; that portion in the first concession was principally through brule, and difficult to find, especially as the bearing was different to the other portion. The east boundary I had retraced and reblazed last year, while making the survey of the township of Gough.

The soil throughout the township is generally clay loam, in some places it rather inclines to sandy loam, and along the banks of Cameron Creek in many places it is sandy, but not to any great extent, and in a few places along the Sable river as well; in some places it is rather stony for agricultural purposes, even where the soil is good clay loam; but a great portion of the township will be very fair for that purpose. There are some rock ridges running through the township, but not near so many as in the township of Gough, lying to the east.

There are no lakes within the boundaries of the township worth mentioning, but there are numerous small streams of good water. The Sable river enters the township on the north boundary on lot number five in the sixth concession, and takes a very winding course through the township, leaving it on lot number eight in the first concession. There are numerous falls and rapids on it affording any amount of power. Cameron Falls situate on lot number eight, concession number one, has a descent of about fifty feet.

Cameron creek, a stream of an average width of about sixty links, enters the township on the west boundary on lot number twelve in the fourth concession, running easterly through lots numbers twelve, eleven, ten and nine in concession four; thence southerly through concessions three and two into the Sable river. The water in this stream is very dark colored and not at all pleasant to the taste.

The township has been very valuable as a timber limit, but the greater portion of the pine has been cut. The township is very heavily timbered, with the exception of that portion burned over, and shown on the timber map. Pine, tamarac, spruce, balsam and cedar are the chief timbers, with maple, birch, poplar and hemlock scattered through them. These timbers grow promiscuously and it would be unnecessary to furnish a timber map, excepting to show the burnt portions of the township.

There is a fair (bush) wagon road leading from the village of Massey on the Canadian Pacific Railway, up through the township, farther north to the lumber camps, and some other wagon roads through portions of the township, built by the lumbermen, which may in time be of service to settlers in the township. The location of these roads I have shown by dotted lines on the plan.

The chief rocks met with are of Huronian formation. No minerals of any economic value were met with during the survey.

Magnetic influences were found in a few places. One worthy of note was on the line between lots numbers six and seven in concession number six, at the sixty-five chain point.

Several observations were taken for azimuth, the average variation being $4^{\circ} 40'$ west.

There are no settlers in the township excepting one person by the name of Bishop, who is keeping a stopping place for teamsters and men going to and from the lumber camps. His place is situate on lot number ten, concession number two. He made enquiries as to when the township would be opened for settlement, and signified his intention of taking a portion of land in the township.

Accompanying this report I beg to submit the plan, field notes and accounts.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) LEWIS BOLTON,

The Honorable A. S. HARDY

Ontario Land Surveyor.

Commissioner of Crown Lands,

Toronto.

(Appendix No. 29.)

TOWNSHIP OUTLINES.

DISTRICT OF ALGOMA.

COLLINGWOOD, ONTARIO,

December 28th, 1893.

SIR,—I have the honor to submit the following report on the survey of township outlines along the line of the Canadian Pacific Railway in the district of Algoma during the past summer, under instructions from your Department dated the 25th day of July, 1893.

This work is a continuation of that begun by myself in 1891, and continued in 1892 by Ontario Land Surveyor John McAree, and consists in a traverse along the railway track as a basis from which to locate the boundaries of the townships adjacent thereto. In addition to the traverse and location of these township boundaries, portions of the latter were run to their nearest corners.

I commenced my survey this year at the intersection of the north boundary of township number thirty-seven with the centre of the railway track, being as nearly as possible identical with Mr. McAree's station 344.

Having this and the bearings and lengths of his two intermediate courses between this point and his station 345 in the railway track in front of the platform at Windermere station, I reproduced these courses and found the iron bolt planted by Mr. McAree at his station 345. This latter I made my station "O," and continued the work westerly to station 701, where I intersected the base line run in 1886 by Ontario Land Surveyor F. F. Miller. This line was run east from the front of the seventh concession of the township of Pic, and at station 701 is 15.048 chains east of Mr. Miller's thirty-first mile post, the distance due east from the east boundary of the township of Pic to my last station would be 31 miles and 15.048 chains.

I would judge that my work terminated about two miles easterly along the track from Bremner station. I drove down an iron plug marked E. S. at station 701, and planted wooden posts with iron gas pipe alongside on each side of the railway right of way on the aforesaid base line. These were marked R. on the side next the railway, and "Base Line" on the sides opposite thereto.

Posts made of iron gas pipe 1 5-16 inches in diameter, plugged and pointed, were planted alongside of wooden posts at all township corners to which I ran, as well as at the intersections of the township boundaries with the limits of the railway right of way. Both the iron and wooden posts were marked with the numbers of the townships on their respective sides, the former with a cold chisel, and in most cases stones were piled around the posts and bearing trees taken wherever obtainable.

In four cases the township corners to which I was running fell in lakes and the posts were planted on the shores but marked in the same manner as if they were in their proper positions. The distances to these posts are shown both in the notes and on the plan furnished herewith. In addition to the posts above mentioned, flatted mile posts were planted on the portion of township boundaries run. They are numbered from the south and east angles of their respective townships.

At White River station I had no difficulty in connecting with Ontario Land Surveyor Duchesnay's survey of the Canadian Pacific Railway property at that place. Numerous astronomical observations were taken during the progress of the work and the bearings checked and corrected.

I had the latitudes and departures worked out by two members of my staff, one using the natural and the other logarithmic sines and cosines. They also checked each other in their additions and other work. This I considered necessary in order to guard against mistakes, and in going over the work in the office since I am glad to say that no errors were found.

The plan furnished herewith is on two sheets. Owing to the course of the railway it would have been unwieldy to have made it on one sheet of paper.

The physical character of the country embraced in this survey is similar to that of the greater part of the district lying north of Lake Superior—a succession of rocky hills with innumerable lakes in the valleys between. In some parts very fair soil was met with, and near the close of the work its general character showed a decided improvement over what we had passed through further east. We used potatoes grown at Grasett station, which were of first-class quality, and at White River vegetables were grown with considerable success. Many fine lakes were met with, the most noticeable being Birch and Dog Lake—the former a lovely sheet of water of from a mile to a mile and a half in width with a length of about four miles along the railway, surrounded by green woods, principally birch, and dotted with islands similarly wooded. It presents a pleasant relief to the eye after so many miles of rugged and mountainous country. Dog Lake is important as being on the highway between Moose Factory on James Bay and the mouth of Michipicoton River on Lake Superior.

During our stay at Missanabie station a fleet of canoes arrived from Moose Factory. They made the trip in about two weeks, but the trip down can be made in eight or ten days. The waters of Dog Lake flow into Lake Superior through the Michipicoton River, while Birch Lake finds its way into the same great basin through White River. Both lakes abound with white fish, trout and pickerel, while the small streams in the vicinity contain brook trout of the finest quality.

The timber is that common to the whole of this district, viz: Spruce, white birch, tamarac, poplar, balsam, cedar, pitch pine and occasionally Norway and white pine. The only extent of the last two varieties met with was in townships numbers forty-six and forty-seven, where there appears to be a considerable extent of both red and white pine. I understood from a party who had explored that part of the country that the quality and quantity of the timber improved very much as he went north, and that for twenty miles in that direction considerable pine of both varieties was met with.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) E. STEWART,

Ontario Land Surveyor.

The Hon. A. S. HARDY,

Commissioner of Crown Lands, Toronto.

(Appendix No. 30.)

TOWNSHIP OF BOOTH.

DISTRICT OF THUNDER BAY.

BROCKVILLE, ONTARIO,

February 13th, 1893.

SIR,—I have the honor to submit the following report of the survey of the township of Booth in the district of Thunder Bay, surveyed in accordance with instructions from your department bearing date the 27th day of June, 1892.

This township lies along the Nepigon River and is in extent seven miles north and south, and from six and a quarter to seven and a quarter miles east and west.

Mining location 1P and 7P with lakes Polly and Helen form its east boundary, while the township of Nepigon, surveyed in 1873 by P.L.S., A. B. Scott, forms three miles of its south boundary. The remaining outlines adjoin unsurveyed territory, with the exception of a mining location, 47T, on the north boundary and on the Nepigon river.

Within the township there is an Indian reserve and a number of mining locations.

The survey was commenced at the intersection of the north boundary of the township of Nepigon with the west shore of Lake Helen, by opening out and reblazing three miles and ten chains of that line to the north-west angle of the portion of that township already surveyed. Having then taken an observation for azimuth, this line was carried four miles further west to the south-west angle of the township of Booth.

The line between concessions numbers five and six was made the base for the interior work of sub-dividing the township along with side lines six and seven and twelve and thirteen in the several concessions.

Generally speaking, the township lies upon an elevated plateau which has numerous outcroppings of columnar basaltic hills of from two hundred to three hundred feet in height. Granite rock outcrops in a great many places also, especially between the Nepigon River and Lake Helen. There are large areas of excellent clay and sandy loam soil throughout the township, and at least sixty per cent. of its whole area is fit for agricultural pursuits.

The face of three-fifths of the township is covered with small mixed scrubby timber with larch and poplar prevailing. There is a skirting of green bush along the southern and western boundaries consisting of spruce, tamarac, balsam, birch and poplar with some sections of very fine spruce timber. Only an occasional white pine was noticed.

Caribou abound in the woods in large numbers.

The average magnetic declination was 2° to the east and was very constant.

There are no large lakes wholly within the tract surveyed. Lake Helen on the east has a length of seven miles with an average width of three-fourths of a mile. It is connected at the north with Lake Polly by a narrow crooked channel. The Nepigon River flows into Lake Helen on its west side three and one-half miles north of the Canadian Pacific Railway bridge. There is a lake of four and a half miles to two miles in length near the north-west angle of the township of Booth, two of its bays being crossed by the north boundary of concession number seven. It is studded with numerous small and beautiful islands, and lies upon a winter portage route from Nepigon station to Lake Nepigon.

The Nepigon River enters the township at the north boundary of concession number four, and flows in a generally south-easterly course, emptying into Lake Helen. It has an average width of from five to seven chains, and is deep and rapid. Its waters are clear and sparkling and abound with the finest of speckled trout. The river has become a noted summer resort, and large numbers of tourists visit it annually during the fishing season.

The projected and partially constructed Government road from Nepigon station to Lake Nepigon enters the township on lot number one on concession number two, and extends about one and one-half miles northerly into the township. As far as it goes the road is well constructed and little difficulty should be experienced in pushing it ahead as far as camp Alexander near the north boundary of the township of Booth.

No economic minerals were met with other than a few specimens of iron ore on mining location 124E.

Fur-bearing animals were quite numerous and are of the species usually met with in that country.

The only persons residing within the township are Indians and half-breeds. Some of the latter have taken up locations, cleared lands, and erected good substantial buildings thereon.

Their locations are shown upon the plan and accompanying form for squatters' claims.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.), B. J. SAUNDERS,
Ontario Land Surveyor.

The Hon. A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 31.)

TOWNSHIP OF PURDOM.

DISTRICT OF THUNDER BAY.

BROCKVILLE, ONTARIO,

December 26th, 1893.

SIR,—I have the honor to submit the following report on the survey of the township of Purdom, in the district of Thunder Bay, surveyed by me under instructions from your Department dated the 27th day of June, 1893.

This township is situated on the Nepigon River and its widenings, under the names of Upper and Lower Lakes Jessie, and lies immediately to the north of the township of Booth. The lands adjoining the north, east and west boundaries are unsurveyed, with the exception of a small portion of the east boundary adjoining Mining Location 1P.

The survey was commenced at the north-east angle of the township of Booth, on the 30th day of August last, by retracing the west boundary of Mining Location 1P to its north-west angle, where an observation was taken. The remainder of the east boundary was then produced north astronomically—a total distance of seven miles as the front of the first concession.

This line, with the lines between the second and third concessions, the fifth and sixth concessions, and the side lines between lots six and seven and lots twelve and thirteen, were made bases of the survey.

Iron tubes marked with the name of the township and the number of the concession and lot were planted at the four angles of the township, in addition to the regular posts, and all posts where stones were available have stone mounds placed about them to permanently fix their location.

The physical features of the township of Purdom are very rugged, especially so in the north-eastern part, where a large mass of trap rock rises to a height of from 500 to 700 feet above the level of the Nepigon River. This mountain extends to the north, and can plainly be seen from the Canadian Pacific Railway bridge near Nepigon Station.

Generally speaking, the rock formation is Laurentian and Huronian.

The available land for agricultural purposes is less than in the township of Booth. To the east of the southern portion of the township of Purdom, I was informed, there is a large tract of excellent clay land.

The surface of a large portion of the area surveyed is *brulé*. Still, there are some small sections of very good spruce, tamarac and cedar. Only an occasional white pine was seen.

The Nepigon River flows through the township, entering at the north boundary on lot number fourteen, in concession number four, and flowing southerly into Upper Lake Jessie, which is about two and one quarter miles long, then contracting at the narrows on lots numbered ten and eleven, in the same concession, where it is deep and rapid for half a mile, widening again into Lower Lake Jessie, which is three and one-half miles long, with a maximum width of one mile, then contracting again into a rapid, foaming river on lot number three, concession number four, at the head of the "Long Portage," from which point to Camp Alexander, in the township of Booth, a distance of two miles, it has a fall of about 140 feet.

The waters of the Nepigon River are clear and pure, and abound with a species of large speckled trout.

At the south-west corner of the township there is a beautiful sheet of water called Bass Lake. Its surface is dotted with a large number of islands, about 50 in number. At the north-west corner, parts of two large lakes lie within the township of Purdom, the largest extending from one and one-half to two miles beyond the north boundary. Their waters flow into Fraser Creek, which empties into the Nepigon River a short distance above Camp Alexander.

No economic minerals were met with, but there are four mining locations in the township. Iron is said to be found in Mining Locations 122E and 123E.

The average magnetic declination was $1^{\circ} 45'$ east of astronomic north.

A winter road from the head of Lake Polly to Lake Nepigon enters concession number one on lot number four, and leaves it again on lot number seven. It was constructed by the Hudson Bay Company, who send in large supplies to their posts on Lake Nepigon.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) B. J. SAUNDERS,

Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 32.)

BASE AND MERIDIAN LINES.

DISTRICT OF RAINY RIVER.

HALIBURTON, ONTARIO,

November 18th, 1893.

SIR,—I have the honor to submit the following report on the survey of meridian and base lines in the Rainy River district, surveyed under instructions from your Department dated June 15th, 1893.

The survey was made during the months of July, August, September and October.

I reached the work *via* Rat Portage and Fort Francis, and commenced at an iron post planted by myself in 1891, at the end of my north "Sixty Mile Base Line," and 6 miles north of the base line which I produced across Rainy Lake last year, and ran north astronomically 54 miles, to a point about a mile north of the Canadian Pacific Railway, and about 4 miles west of Taché Station.

Returning to my 54 mile post (48 miles on this year's work), I ran west astronomically 18 miles, or to a short distance west of the canoe route from Wabigoon to Rainy Lake.

Again returning to said 54 mile post (*via* Wabigoon Lake and the Canadian Pacific Railway), and thence south on 5th meridian line, I ran east astronomically 30 miles, crossing the Canadian Pacific Railway on the 8th mile, and running 1 mile north from the 6 mile post to tie in the said railway line.

From the end of the 30 mile line I then ran south 9 miles, terminating the survey at the Canadian Pacific Railway.

Mining locations D 40, 41, 42, 43, west of Taché Station; E 88, 91, 92, 93, 99, 107, 166, 170, east of Taché Station; and farm locations 15 E, 16 E, 87 E and 54 V, near Ignace Station, were connected with the survey. The details of the work will be found in the field notes.

Wooden posts were planted at every mile, and iron posts 3 feet long, of 1½ inch gas pipe, pointed and closed at the top, and painted red, were planted alongside of the wooden posts at every three miles. The number of miles was marked on wooden posts with a scribe, and on the iron posts with a cold chisel. Stone mounds were built around all posts wherever practicable, and bearing trees taken.

The posts on the 5th meridian line are marked on the south side, and numbered from VI. miles (the point of commencement) to LX. miles. Those on base line (west) were marked on east side, from I. to XVIII. Those on base line (east) were marked on west side, from I. to XXX.; and those on meridian line (south) on the north side, I. to IX.

Astronomical observations were taken when necessary, the details of which will be found among the field notes.

The magnetic declination of the needle averaged 7° 30' east.

When the end of a mile came in a lake or river, the post was planted on the line on the nearest land, and distance noted in field notes and marked on the wooden post. In such cases the iron post was marked with the nearest mile and a plus or minus sign, as the case might be.

By reference to the plan, it will be seen that the survey lines passed through considerable water, some of the lakes being of large area.

Large tracts of the country have been burnt at various times, as indicated on plan (now called *brulé*), but timber of fair size, in tracts of considerable area, is often met with.

There is not much pine timber along the lines of survey beyond that which has already been surveyed into limits.

The swamps and flat land generally contain spruce, tamarac and sometimes cedar.

Pitch or banksian pine of fair size, fit for railway ties, was sometimes met with.

The brulé is generally covered with young poplar, white birch, pitch pine, spruce, cherry, etc., and is often almost impenetrable.

The character of the country is rolling, and in many places broken by rocky hills of considerable height.

The geological formations prevailing are the Laurentian and Huronian.

Going north on 5th meridian line, we leave the granite and enter the Huronian on the 37th mile, again entering granite on the 48th mile, which continues to the beginning of the 57th mile. From this to the end of the 60 mile line, and along the Canadian Pacific Railway line, east and west for a long distance, the formation is the Huronian.

Going west from the 54 mile post, the Huronian extends from the 3rd mile to the termination of the line at 18 miles. The country along this line is in many places mountainous, the hills being all rock, while excellent clay land is found in the flats, and perfectly free from stone.

Going east from the 54 mile post, we enter the Huronian at the end of the 7th mile, and this formation then prevails to the end of the 11th mile, where we get into a flat and swampy tract of country, drained by the Little Wabigoon River.

The water within the limits of the survey is tributary (by different routes) to Hudson's Bay, *via* Lake Winnipeg.

The soil throughout the survey generally is a sandy loam, and excepting the west base line, is not of much consequence from an agricultural standpoint. Along the west base line, and north to the Canadian Pacific Railway, and around Wabigoon Lake, there seems to be a large area of good clay land. I also noticed along the Big Turtle River, between Martin River and Little Turtle Lake, that the soil was of excellent quality, and seemed to extend a long distance back on both sides of the river.

I found no minerals, but numerous mining locations have been taken up at various places, those adjacent to my survey lines being connected therewith.

The lakes are generally full of fish of the usual kinds—pike, pickerel, etc. A few moose and caribou were seen. Partridges were numerous, and prairie chickens were seen in the vicinity of the Canadian Pacific Railway.

My party consisted of thirteen all told. The summer was favorable for the work, the weather being all that could be desired until the 20th day of September, when we had rain and stormy weather until the 7th day of October.

Herewith are plan and field notes of survey, and account.

I have the honor to be, Sir,

Your obedient servant,

(Sd.) A. NIVEN,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 33.)

REPORT

OF

THE SUPERINTENDENT

OF

COLONIZATION ROADS.

To the Honorable A. S. HARDY,
Commissioner of Crown Lands,
Ontario.

SIR,—I have the honor to submit my report of the work done during the year 1893, under the supervision of the Colonization Roads branch of your Department.

The number of miles of new road opened during the season was one hundred and fifty-four and a half; and of roads repaired or otherwise improved, four hundred and eighty-nine. There were also some thirty-three new bridges built, representing a total length of four thousand seven hundred and twenty-nine feet; besides the repair of some very large bridges which extraordinary spring freshets had very materially injured, and many of smaller proportions; all aggregating an amount of work which I venture to think ought to be regarded as highly satisfactory for the sum voted by the House and spent by this Department. The various works were as follows, and the summary at the end of which gives the amount paid on account of each undertaking:

NORTH DIVISION.

ALGOMA MILLS BRIDGE.

A bridge over a small stream running through Algoma Mills village and separating one portion from the other. The new structure, which replaces one previously built, and which freshets had entirely carried away, is eighty-nine feet long, having one opening of forty-seven feet, and two of twenty-one feet each, all resting upon bents bolted to the rock to guard against future danger.

ANSONIA BRIDGE.

A substantial structure about one-hundred feet long built over Thessalon river on the Lefroy road.

It consists of a fifty-feet clear span and two others of twenty-two feet each with a sub-structure of piles thoroughly driven, and covering of three inch plank,

BARWICK AND DOBIE ROAD.

A road in the Rainy River District, and being an extension from the town line between Barwick and Roseberry into Dobie, a mile and a half.

BASSWOOD LAKE ROAD.

In order to avoid a very large hill more than one mile of heavy side cutting was made from lot number one in the sixth concession of Day township southward.

Some three miles of brushing and repairs were made upon the Mississauga road in addition.

BATCHAWANING ROAD.

Repairs were made over what is called "The Mountain," amounting to two and three-quarter miles of very substantial work over a very rough section.

Upon another section of the road one mile in length stones were picked up and other improvements made.

BRIDGE REPAIRS, WEST ALGOMA.

Kaministiquia bridge was seriously damaged during the extraordinary spring freshet, which carried away the railway bridge above it, and its repair, including the raising of the entire structure about four feet, cost a little more than \$1,500.

Point De Meuron bridge, which was demolished during the same freshet, cost \$738.65 in saving a large amount of the timber and iron and efforts to save the bridge. A considerable quantity of the timber secured was used in raising and repairing the first named bridge and in renewing a bridge over Strawberry creek, on the old main road north of Port Arthur, and done at a cost of \$69.93.

CHELMSFORD ROAD.

Almost half a mile opened on the line between concessions three and four of Balfour, from near the centre of lot number two westward and northward. A bridge was also built over Chelmsford creek, with a span of twenty-six feet, and was the cause of the chief expenditure.

COFFIN ROAD.

Three and a half miles of substantial repairs made from lots one and two Plummer northward, and the balance of the road to Ophir mines more or less improved, making the whole road, the inspector says, very passable.

On the boundary between Coffin and Galbraith on the third concession, a bridge one hundred and twenty-eight feet long, was built over a ravine, some of the bents of which were twenty-three feet high.

COYNE AND KIRKWOOD ROAD.

Beginning at the line between lots ten and eleven of concession five, Kirkwood, this road has been opened west two miles and a half to connect with Coyne road.

The work is said to be of a very substantial character.

CROZIER AND LASH ROAD.

A new work in the Rainy River District, and being the opening and grading of two miles and three-quarters from the southeast corner of section ten of Crozier to the southeast angle of section eight, together with a mile and a quarter of tap drains which were required for proper drainage.

DAY MILLS AND DAYTON ROAD.

A considerable amount of work was done on this road for the sum spent, in raising and largely renewing three bridges aggregating a length of one hundred and sixty-four feet, and repairing something like a mile of the road.

GASSE'S CREEK BRIDGE.

The renewal of a bridge on the Kirkwood and Lefroy road, in the township of Kirkwood.

It was originally two hundred and ten feet long, but is now reduced to one hundred and sixty feet. The main span is sixty-five feet, the substructure being of piles well driven. With some voluntary labor from settlers the work was done at a comparatively cheap rate.

GRAND PORTAGE ROAD.

A continuation of repairs commenced last year extending northeasterly. Only a mile and a quarter was wrought over, but the inspector reports the work as of the most substantial character over one of the worst pieces of road in that district, but now perhaps one of the best portions.

HAUGHTON ROAD.

Three miles and three-quarters of this road opened from the line between lots nine and ten in the third concession of Haughton east half a mile, and thence north two and a quarter miles, which were chopped, grubbed and graded; the work being reported as very well done.

HONORA BAY ROAD.

This is the continuation of a road on Manitoulin Island, the opening of which was commenced last year.

This season a further length of a mile and a quarter was constructed, half a mile of which was opposite lots twenty-four and twenty-five, between the sixth and seventh concessions of the township of Howland, and the balance along the lake shore towards Honora Bay. Two and a quarter miles of ditching was done, and a substantial log bridge ninety-eight feet long built near Honora Bay bridge.

LARCHWOOD ROAD.

A little over four miles of this road were opened continuing southward from last year's work, and a mile and three quarters of the older portion was repaired. Five small bridges aggregating a length of two hundred and thirty-six feet were built in connection with the work, and the whole reported as workmanlike in all particulars.

LARCHWOOD BRIDGE.

This bridge spans Vermillion river on the line of the above named Larchwood road in the township of Creighton.

It is comprised chiefly of a one hundred and four feet clear span with a forty feet approach at the west end, sixteen feet at east end, or with piers about one hundred and seventy feet long, and is reported an excellent structure.

MURILLO ROAD.

For this outlay which was an unspent sum granted previously by the municipality of Shuniah for use in conjunction with an amount voted by the Government, two miles and three quarters of the Murillo road were brushed out and properly levelled while two bridges and some culverts were renewed.

OLIVER TOWNSHIP ROADS.

A new bridge was built between lots twelve and thirteen in the third concession, one hundred and fifty-three feet long, and many other bridges and culverts in the township were renewed or repaired, mostly in the third, fourth and fifth concessions.

OUIMET AND BLACK BAY ROAD.

This work amounted to a quarter mile of grading, half a mile of levelling and the erection of five new bridges, representing a length of one hundred and eighty-five feet.

PATTON ROAD.

The extension of road from point of ending last year—namely the south-east angle of north half of lot number ten, concession four Patton—a mile and a half north and nearly half a mile east ; the whole length being chopped, grubbed and graded.

PIGEON RIVER ROAD.

This was the opening of four miles and three-quarters of new road from near Point De Meuron up and down the Kaministiquia River for the use and convenience of settlers.

PINE RIVER ROAD.

A road on the town line between Nelles and Patullo in Rainy River District along which nearly a mile of repairs were made ; and in addition, a bridge was built across Pine river about ninety feet long.

RABBIT MOUNTAIN AND WHITEFISH LAKE ROAD.

New covering was put upon seven bridges and general repairs made over three miles, namely, between sixteen and eighteen and between twenty and twenty-one mile posts.

RAINY RIVER ROAD.

A considerable length of brushing and ditching was done amounting to a mile or more, and two bridges were built; one over Lyon's creek one hundred and seventy feet long, and a second over Rice's creek one hundred and thirty-two feet long, both bridges being in the township of Lash. Some bridge abutments were also renewed and other structures re-covered.

RAT PORTAGE ROAD.

Three and a half miles opened in unsurveyed lands some three miles north of Rat Portage. The work is reported as having been well and economically done.

SLATE RIVER VALLEY ROAD.

The opening of four and a half miles, namely, on the thirteenth and fourteenth side line of concession A Paiponge eighty-five chains; along the south bank of the Kaministiquia river through lot thirteen, twenty chains; between lots ten and eleven, one hundred and twenty-four chains; and on concession A one hundred chains.

SPANISH RIVER ROAD.

Commencing a mile and a quarter east of Massey station on the south side of the railway track this road was chopped twenty-two feet wide and grubbed to Webbwood, a distance of eight and three quarter miles, following the railway the whole distance.

SUDBURY AND WHITEFISH ROAD.

Seven miles of excellent repairs from Copper Cliff mine (four miles west of Sudbury) to Norton; and for another mile and a half, brush and timber was cleared off and the road made passable.

TWO TREE CREEK BRIDGE.

A bridge on Huron line, St. Joseph Island. It is one hundred and thirty-seven feet long, pile sub-structure, and cedar covering.

V. LINE ROAD.

A mile and a half of grading, with ditching one side throughout. This road is also on St. Joseph Island.

WEBBWOOD ROAD.

Last year nine miles of this road were repaired from Webbwood northward, and this season a further distance of twelve miles was wrought over and very much improved.

WHITE RIVER BRIDGE.

A bridge in the fourth concession of the township of Parkinson, built over White River, on the line of the colonization road opened to and beyond this point two years ago.

The structure is three hundred and sixty feet long comprised mainly of a one hundred feet clear opening, two of twenty four feet each, and the balance trestle work and approaches, the main piers are twenty-two feet long, seventeen feet high and fifteen feet above low water.

For the protection of the bridge against extraordinary freshets a boom and pier were constructed at a cost of about \$380 and the fact that while many railway and other large bridges were carried away by the last spring floods this work remained undisturbed has shown the necessity for the extra precaution taken.

WOODYATT ROAD.

A new road in Rainy River District of which two miles were opened to the Crozier and Lash road in Devlin and two more opened as a winter road west to the south-east angle of section seven of the last named township.

WEST DIVISION.

BAYSVILLE AND HUNTSVILLE ROAD.

Repairs over about four miles, including deviations through concessions ten, eleven and twelve of Brunel to improve work partly done by the municipality.

BEAR LAKE ROAD.

The opening, grubbing and partial grading of two and a quarter miles through a very rough district, completing a main highway between the railway station on Montieth and Perry road to Missionary road in the township of Spence. The total length is five and a half miles or over, the first portion of which was opened last year as Beaver Lake road and in the report fully described as to its position.

BETHUNE 5 SIDE LINE ROAD.

Between lots five and six from the road allowance between the tenth and eleventh concessions one mile was opened northward to Beaver lake at a cost of less than \$250. A bridge at the north end of the lake mentioned was largely renewed, new stringers having been put in (four in number) its entire length of one hundred and sixty-two feet.

BOYNE RIVER BRIDGE.

A new bridge one hundred and thirty-seven feet long built over Boyne River on lot number thirty in the tenth concession of Foley. The total cost was \$95.65 of which the municipality contributed \$20.65.

BRACEBRIDGE BRIDGE.

A new structure over Muskoka river at Bracebridge built by the municipality and on account of which the sum of \$2000 was voted by the House and paid by the Department.

It is comprised of one iron span of one hundred and thirty-two feet, resting upon iron trestle piers, the approaches being of earth and making a total length of about two hundred and sixteen feet or length of the bridge which was replaced.

The whole work is understood to have cost about \$2700.

BRENNAN'S BRIDGE.

Repairing approaches and raising the central position, and towards which the Imperial Lumber Co. gave lumber to the value of \$20. The bridge is over South river in the township of Joly.

BURK'S FALLS ROAD.

Six miles of repairs in the township of Armour from two miles west of Burk's Falls westward.

CARDWELL ROAD.

This work was chiefly a deviation of about three quarters of a mile (3540 ft.) to avoid some almost impassable hills. Two large stone and three wooden culverts were built in connection with the work, the whole of which is reported as well done.

CARLING ROAD.

Over two miles of repairs, dating from work done two years ago, westward—a very beneficial work.

CHAFFEY 30 SIDE LINE BRIDGE.

Repairs to abutments and approaches which has made the bridge safe but the inspector says new planking is required.

CHAPMAN AND STRONG T. L. ROAD.

Between Distress river road and Denville swamp road, that is to say, through concessions five and eight inclusive, two miles and a half were constructed and was a much desired road.

COMMANDA LAKE ROAD.

Very effective repairs made from the Northern road at Commanda towards Commanda lake for a distance of two and three quarter miles. Traffic over this road is very heavy in consequence of lumbering operations northward.

DENVILLE SWAMP ROAD.

This road is between concessions four and five of Chapman, a mile and a half of which has been opened westward from the west boundary of Strong. A high crossway two hundred feet long was also built opposite lot number eleven to let settlers out to the new road.

DISTRESS RIVER ROAD.

A mile and a half of repairs made in Chapman and in Strong townships, and the road very much improved.

DOE LAKE ROAD.

Repaired over three and a quarter miles from the town line between Draper and Muskoka townships westward.

DRAPER AND RYDE TOWN LINE ROAD.

A continuation of what was in 1890 designated as the Longford and Oakley town line road. Two miles have this year been chopped, grubbed and graded beginning at lot number twenty-four of concession one Draper, and angling from thence through Ryde, Oakley and into Longford to meet the road opened three years ago. The road is not yet finished but when fully opened will be a useful one.

EAGLE LAKE ROAD.

A bridge was built over Commanda creek to replace one which was dangerous ; and nearly three miles of road improved by removing stones and other obstructions to travel.

EAST ARMOUR ROAD.

About one mile of repairs between lots thirteen and nineteen between the second and third concessions of Armour ; the chief work however being on a heavy hill opposite lot number fourteen.

EAST RIVER BRIDGE.

A bridge one hundred and thirty-nine feet long renewed on the Muskoka road in Chaffey. There is one clear span of forty-eight and a half feet, and two of thirty feet each, with necessary approaches. The piers under the main span are twenty-five feet high.

GURD AND HIMSWORTH ROAD.

On the town line between Gurd and Himsworth through the third and fourth concessions, a mile and a quarter was repaired ; and on Westphalia road a mile and a half, including deviations about East river which were absolutely necessary ; the latter work involving the removal of six hundred cubic yards of earth.

HIMSWORTH 15 AND 16 SIDE LINE ROAD

A mile and a quarter of road constructed through the seventh and eighth concessions of Himsworth, on the side line named, and said to be well opened through thickly timbered land.

INDIAN PENINSULA ROADS.

Several portions of roads on this Peninsula, in the county of Bruce were improved and opened, amounting to about three and a half miles of construction, and twelve and a half of repairs, namely : eight miles and three quarters of repairs upon four sections of the main road between Wiarton and Tobermory ; two miles repaired on the town line between Amable and Albermarle ; two miles improved substantially on the Bury road proper across lots seven to sixteen of St. Edmunds, leading to Tobermory ; and three and a half miles opened and levelled beginning at lot number thirty-five between concessions four and five Lindsay—end of last year's work—and from thence angling through lots thirty-five and thirty-six to about middle of the third concession ; thence through lots thirty-six to forty-one, about the east end of a small lake ; thence through lot number one, concession three, St. Edmunds ; and thence northward on the road allowance to lot number six. The sum of \$400 was spent on this latter work and the opening of another mile would, it is understood, complete the opening of the road as intended.

JUNCTION No. 1 ROAD.

This mile and a quarter of construction is through lot number fifteen in the eighth and ninth concessions of Christie, and opens a road to the new railway station for McKellar and other settlers.

KEARNEY No. 1 ROAD.

This road connects with Burk's Falls road in Bethune and was this year opened for two miles southward from the sixth and seventh concession line. It had been opened as little more than a trail some fifteen years ago and untouched since that time but now an excellent outlet is given to the main road.

KELLEY'S SWAMP ROAD.

Between concessions three and four of Gurd township and opposite lots twenty-nine and thirty, half a mile of road is chopped out and sixty rods of cross-way built.

KOSHEE BRIDGE.

A new bridge fifty-five feet long and clear span of forty-nine feet, in the township of Morrison on the Muskoka road. The work was under the supervision of the reeve of the township and the work is reported as generally satisfactory. The township, it is understood, spent \$70 in making the approaches.

LAKE JOSEPH ROAD.

Repairs rendered necessary by reason of the raising of water in a lake near the road. The work was from Parry Sound road southward, and consisted chiefly in filling a length of five hundred feet to a depth of three feet, and width of fourteen feet, with side timber protection.

LAKE SHORE AND DANE'S ROAD.

Three miles of repairs from lot eighteen concession seven Monck, along the said road to lot twenty-six, concession ten of the same township.

MACHAR 12 AND 13 CON. ROAD.

Four and a half miles of construction extending from last season's operations on lot number ten of Laurier through lot nine, concession thirteen; thence through lots seven and eight, concession twelve; thence through lot six, concession thirteen; thence through lot five, concession twelve; thence through lots four to one inclusive to the road allowance between concessions twelve and thirteen at the town line between Laurier and Machar, and continuing thence westward to lot number four in Machar along the road allowance. The country is rough and broken, but the road is a fairly good one, and will be most useful to the inhabitants.

MCDougALL AND FOLEY ROAD.

Repairs extending between the Christie road and the McDougall road, and amounting to three miles of work.

McMURRICH ROADS.

Two roads were improved, one being near the outlet of Axe lake, where a quarter of a mile was opened ; and the second work being between concessions six and seven across lots twenty-four and twenty-five, where an eighth of a mile of crosswaying and ditching, and a quarter of a mile of grading were done. The latter work is through what is known as Alderdice's swamp.

MAGANETAWAN No. 1 BRIDGE.

A bridge one hundred and six feet long, with main span of sixty feet in the clear, built over the Maganetawan river, on the twelfth and thirteenth concession line of Perry. The municipality of the township gave \$100 towards the work, making the cost to the country only \$380.

MAGANETAWAN No. 2 BRIDGE.

This bridge was built on the side line between lots twenty and twenty-one of concession thirteen, Chaffey, and is seventy-six feet long, with a main opening of fifty feet. It may be characterized as a cheap, rough, substantial structure.

MAGANETAWAN ROAD.

From lot number twenty-two in the second concession of Chapman this road was improved eastward a mile, and three-quarters of a mile. Seventeen culverts were renewed.

MUSKOKA ROAD.

Opened between lots fifteen and sixteen, from the Westphalia road northward through concessions four and five—over a mile of new road through a very heavily timbered country and well grubbed and graded.

MUSKOKA AND BOBCAYGEON ROAD.

This road is now opened between Huntsville and the Bobcaygeon road which leads to Dorset. This season two and a half miles were opened, mainly through lot one of concession one of Franklin and concession A, McClintock, and through lots thirty-four and thirty-five of A concession, Sherbourne, where it unites with McClintock road.

Seven miles of substantial repairs were also made between Huntsville and Dwight.

NEIGHIC LAKE BRIDGE.

The purpose of this bridge is to connect at Ah-mic lake P.O. the Croft road, which is made in the township of Croft to the water at each side. The crossing is over a neck between Crawford and Neighic lakes, and requiring a long, low structure upon a pile foundation, and which is not yet completed, as it was found necessary to do the work after the ice had formed. It may cost \$300 more than the sum now spent to complete the work. The length of the bridge will be about three hundred feet.

NIPISSING ROAD.

Three miles of repairs between concessions seventeen and twenty of Hims-worth.

NORTH CARDWELL ROAD.

Two miles of work from lot number eight to lot number seventeen, between the second and third concessions of the township of Monteith, making now a connection with Axe Lake road, that settlers may reach Rosseau and other markets.

This may be characterized as half new work and half repairs.

NORTHERN ROAD.

Altogether twenty-two miles of this road were repaired, fifteen being between Parry Sound and Dunchurch, and seven between Dunchurch and Glenila. As the whole road is now put into very fair condition, it ought perhaps in future be maintained by the inhabitants.

NORTHERN ROAD BRIDGES.

Two bridges were repaired; one over Commanda creek near Commanda, and another over Dry or Big Valley creek, about seven miles from Commanda, on the Northern road. On the former seven new stringers twenty-six feet long were introduced, besides a new hand rail; the latter is now practically a new bridge seventy-five feet long, composed of two piers ten feet high, two abutments six feet high, and the superstructure, with three hundred feet of approaches.

PERRY 5 AND 6 SIDE LINE ROAD.

Nearly one mile of road chopped out through concessions one and two, and, with work promised, and which may be done by the settlers, will open a way to Novar station, and be of great advantage to the district.

PERRY 8 CON. ROAD.

Across lots one to six in the eighth concession of Perry one mile of grading was done, and will be most serviceable to settlers.

PERRY AND CHAFFEY ROAD.

The opening of nearly two miles as a good winter road, beginning at lot twenty-five, concession one, Perry, and angling through lots twenty-four to twenty-one, about Fish lake, in the same concession.

PICKEREL RIVER BRIDGE.

The repair of a bridge on the Northern road, in the township of Ferrie, and the improvement of three and a half miles of the road through concessions eleven to fourteen.

PORTAGE ROAD.

This is the road between Peninsula lake and Lake of Bays or Trading lake, in the township of Franklin.

Seventy to eighty loaded teams, it is stated, pass over this short road daily during the summer months, and in consequence requires almost annual repairs. \$306 were this season spent upon it.

POVERTY BAY ROAD.

One mile of repairs between the Northern road and the fourth and fifth concessions of Ferrie township.

RAINY LAKE ROAD.

The construction of two miles and five eighths of a mile about the west side of Rainy lake from Missionary road (between concessions four and five, Ryerson) to the north town line of McMurrich, the right of way being secured and paid for by the municipality of Ryerson.

ROSSEAU AND NIPISSING ROAD.

Substantial repairs over four miles in the township of Spence between lots forty-six and sixty-four of the Rosseau and Nipissing road survey.

RYDE CENTRE ROAD.

Two and a half miles of light repairs made between concessions six and ten of Ryde, in which one hundred and six rods of crossway were clay covered to hold it against flooding, which annually disturbed the road.

RYERSON JUNCTION ROAD.

About a mile of repairs from Muskoka Road westward, the principal outlay being, however, upon a heavy hill known as "Phillip's Hill."

SINCLAIR ROAD.

In the township of Sinclair, from the road allowance between concessions three and four westward, two and a half miles of repairs were made over a portion of the road which was well-nigh impassable. A bridge was also largely renewed on the same road farther northward.

SOUTH RIVER BRIDGE.

A new structure two hundred and thirty feet long built over South river, on lot twelve in concession thirteen of Joly, at what is called "Cutchie's Narrows," a most favorable point for a bridge. It has a main span of forty feet, and eleven bents to complete the length, and all done for less than \$400.

STEPHENSON TOWNSHIP ROADS.

In this township the sum of about \$185 was spent in making a deviation of the Stisted road, amounting to nearly half a mile of work. A second road was a spur to connect the Brunel road with the fourth concession line by opening through the fifth and sixth concessions. The latter was through a beaver meadow nearly three-fourths of a mile long, and was double ditched almost the entire length, while another quarter mile was ditched on one side only. A short length still remains unopened, but the Inspector suggests that the municipality may complete it, when it will be of great advantage to the township.

STRONG 12 CON. ROAD.

This work is across lots twenty-one and twenty-two, and also lot twenty-seven. A bridge was built over a deep creek, requiring four bents over twenty feet high and a length of sixty-three feet, the balance of the work being chopping, grading and crosswaying across the three lots mentioned, and representing three-quarters of a mile.

The township of Strong contributed \$150 of the cost, reducing the expenditure by the Department to \$451.88.

STRONG AND MACHAR ROAD.

A mile and a quarter of new road opened through the first and second concessions of Machar, on the road allowance between lots twenty-five and twenty-six, and is reported as excellent work.

WESTPHALIA ROAD.

This important highway is now completed between Trout Creek, on the railway, and Commanda, on the Rosseau and Nipissing road, and is one of the chief roads in that vicinity.

This season three-quarters of a mile was opened through very heavy timber and rough country, and two and a quarter miles of a portion in Gurd, partially made some years ago, were properly graded.

EAST DIVISION.

ABINGER AND MILLER T. L. ROAD.

A continuation of last season's work to the first concession on the town line between Abinger and Miller, chopped thirty-five feet wide for a mile and one-third, and graded throughout. Over Buckshot creek a bridge was constructed two hundred and sixty feet long, and thirty feet main span.

ADDINGTON ROAD.

Nine miles of repairs were effected from Kaladar southward, and the road extended two miles to the Opeongo road, from lot number twenty, concession eleven, Brudenel, easterly between concessions ten and eleven to Gorman's lake, and from thence on the north side of the lake. A bridge seventy feet long was built over Brennan's creek, the outlet of the lake, and on the road line.

ALICE 20 AND 21 SIDE LINE ROAD.

The construction of one mile on the side line named, from the concession road allowance between twelve and thirteen southward, the greater distance being through a cedar and tamarac swamp.

ALICE 8 AND 9 CON. ROAD.

These improvements were over a road previously opened in a rough manner by the settlers, and are a mile and a quarter long, extending from lot five to lot ten, both inclusive, and along the concession line mentioned, with another half-mile opened northward between lots four and five in the eleventh concession.

ANSTRUTHER ROAD.

A general course of repairs, extending over ten miles, from Apsley northward.

BARRIE ROAD.

Four miles of repairs from Addington road eastward to Perry's mills and outlet of Marble lake. A deviation one mile long was made to avoid a rough, rocky section.

BARRY BAY ROAD.

The portion repaired this season—a mile and a half—is on the tenth and eleventh concession line of Alice, and extended from the road allowance between lots thirty and thirty-one westward.

BONFIELD 25 AND 26 SIDE LINE ROAD.

The opening of a new road for one mile, and substantial repairs of an additional mile and a quarter, the work beginning at lot twenty-seven, concession twelve, and continuing to lots twenty-one and twenty-two of the eighth concession. The original road allowances could not be adhered to with economy.

BOOTH ROAD.

A road in the township of Anstruther, of which one mile was repaired and two miles opened as a good winter road, the new work beginning at lot twenty-eight, concession fifteen, and continuing westward.

BROMLEY 24 AND 25 SIDE LINE ROAD.

The construction practically of a mile of road through the third concession of Bromley, it having been roughly opened previously by the settlers, but quite unfit for travel.

BROMLEY AND STAFFORD TOWN LINE ROAD.

Two miles completed on the town line mentioned from lot number one westward. The principal timber had been cut before, otherwise the work was new.

BUCKHORN ROAD.

Repairs were made from near Buckhorn northward towards Scott's mills, in Harvey, and again north of the said mills, covering a length of three miles altogether, the cost of which was \$364.82, of which sum the County of Peterborough contributed \$100, and the municipality of Harvey \$50.

From the eighth concession of Harvey northward fifteen miles were also repaired, included in which is a mile and a half of new work, the result of several deviations from the old travelled road which it was deemed desirable and necessary to make.

BUCK LAKE BRIDGE.

A bridge south of Devil lake, in Bedford, which it was found desirable to build during the winter. It has not yet been inspected or reported upon, and the payment of \$200 is only on account upon an estimated cost of \$400, as in supplementary estimates.

BURLEIGH ROAD.

Repairs from Burleigh Locks northward to lot number seven in the twelfth concession of Chandos, a distance of twenty-six miles. It is the main road and stage route, and the work was badly needed.

BURNT MILL BRIDGE.

A bridge built over the river at the foot of Round Lake (lot nineteen, con. six, Belmont), with about half a mile of road improved upon each side. The County of Peterborough contributed \$100, making the Departmental expenditure only \$211.97.

CALDWELL ROAD.

An extension of road from Warren Station of the Canadian Pacific Railway (lot two, con. six, Dunnet) westward to Messrs. Keeling and Bower's mill, on lot number four. The length is three-fourths of a mile, costing \$307.35, of which the Department paid \$200, as a contribution and under certain conditions.

CALVIN AND PAPINEAU TOWN LINE ROAD.

A mile and a quarter of most substantial repairs from the main road in that district—the Mattawa and Callender road—south.

CAVENDISH ROAD.

This road which connects the Monck and Buckhorn roads was repaired from lot sixteen, concession eighteen of Galway eastward nine miles to the Buckhorn road. Being two and a half miles distance from the Galway and Cavendish road, and in order to connect these two leading roads the road allowance between lots thirty and thirty-one in Galway was opened through concessions fifteen, sixteen and part of seventeen, involving a mile and a half of construction and one mile of repairs.

CHANDOS ROAD.

General repairs from the village of Apsley eastward twelve miles to lot number thirty, concession two, Chandos.

CLARENDON BRANCH ROAD.

This road was opened by settlers some time since and is about six miles long. Its position is from the Frontenac road, about a mile and a half south of Mississippi road, or from Plevna eastward again meeting the Mississippi road about three miles west of Ompah. The road this season received very careful repairs the first four miles from Frontenac road, when, over Buckshot creek a bridge of considerable length was renewed in cedar, and the remaining two miles improved to some extent by clearing away stones and other difficulties.

CLARE RIVER BRIDGE.

About two hundred dollars spent in making up the approaches which had sunk about two feet.

COBDEN AND EGANVILLE ROAD.

Three miles of repairs between Eganville and Mink lake.

CRUSE ROAD.

A very great improvement was made over three miles and a half from the Lavant road—about two miles west of Lavant station on the Kingston and Pembroke railway northward to Trout Lake and Folger road.

DALTON 25 AND 26 SIDE LINE ROAD.

This is the completion of work begun last year and is chiefly the finishing of "Kehoe's" bridge mentioned in last season's report. The bridge is now finished and nearly a mile of repairs made upon the road in addition, for the sum of \$239.92.

DALTON AND RAMA TOWN LINE ROAD.

Three miles of repairs from the Monck road southerly. It is in reality a continuation southward of the Ryde road, which is between the two townships named above.

DISTRICT LINE ROAD.

The line or road allowance between Wilberforce and Bromley, and main highway between Douglas and Eganville. The work was largely the improvement of a very steep hill on lot number one in the fifth concession of Wilberforce, where a filling of twelve feet was made in order to reduce the grade.

FERRIS ROAD.

About three miles of work over a road chopped out some years ago leading to south-east bay of lake Nipissing. It is on the tenth concession line of Ferris and the improvements referred to between lots nineteen and twenty-nine, and understood to be highly satisfactory. A second work was the opening of four and a half miles, beginning at lot ten in the seventh concession; thence southward a mile and a quarter; thence westerly following near the shore of lake Nosbonsing to lot twenty-one in the third concession. This will be a valuable highway when fully opened to meet that leading to south-east bay.

FLINTON ROAD.

The repairs upon this road were extended south-westward from Flinton to the boundary between Kaladar and Elziver—about four miles. Many culverts were renewed and crossways covered and raised.

GALWAY 4 AND 5 CON. ROAD.

From lot number two to lot number seventeen, on the road allowance between concessions four and five, there were opened of new road three and three-quarter miles and said to be highly satisfactory.

GALWAY AND CAVENDISH ROADS.

Eight miles of work, one of which was new, and was from lot number fifteen in the fourteenth concession of Galway eastward to lot number five, concession fifteen, Cavendish.

GANNON'S NARROWS ROAD

Repairs from Gannon's narrows leading southward, six miles, together with a mile and a half repaired in the fourth concession between lots five and six of Harvey, a total of seven and a half miles.

GOLDEN LAKE ROAD.

A mile and three quarters of work altogether, a mile being a diversion to avoid a rough rocky hill which is on lot twelve in the fourth and fifth concessions of north Algona. A bridge across Cochrane's creek is included in the above.

GOODERHAM BRIDGE.

A bridge built on lot twenty-six, con. five Glamorgan, and roads to the bridge from the Monek and Buckhorn roads to give access to the station of the Bancroft Irondale and Ottawa Railway. The total cost of the work was, according to statements received, \$293.14 of which the Department paid \$212, the railway company doing the balance of work.

GRATTAN ROAD.

This road begins at Perrault Settlement road and is from thence eastward along the sixteenth concession line across lots twenty to sixteen of Grattan—a mile and a quarter of new work.

GULLIE'S ROAD.

A mile and a half of improvement of the line between lots fifteen and sixteen from the twelfth concession southward in Galway. It was a rough line and for want of repair impeded settlement.

HAGARTY 5 AND 6 SIDE LINE ROAD.

One mile repaired between concessions four and five across lots twenty-six to thirty, and one mile constructed on the same line from lot number fourteen westerly.

HARVEY ROAD.

The repair of two miles and a half between Nogey's creek and Bobcaygeon road; work beginning at lot twenty-one of the seventeenth concession, and continuing westward in Harvey.

HASTINGS ROAD.

Repaired from Maynooth southward to Selby's hill, about four and a quarter miles, and between Rathbun station and Bancroft, fifteen miles.

HYDE'S CHUTE AND SANSON'S ROAD.

This work is from Hyde's Chute bridge over the Madawaska river northward twelve miles towards Opeongo road.

LAVANT BRANCH ROAD.

From the third and fourth concession line of Darling eastward along or near the line between lots ten and eleven to concessions four and five, and thence angling through ten and nine to the concession line between five and six, a little over a mile and a half of new road was opened. Another half mile of construction is required before a connection with the main line of road is effected as was intended.

LUTTERWORTH ROAD.

Two and a quarter miles of repairs, beginning between lots five and six, concession two, and ending between lots ten and eleven of concessions three and four Lutterworth. Seven or eight stone culverts were introduced, being considered necessary.

McKIM AND NEELON ROAD.

The construction of a mile and a half as a continuation of McKim road of last year on the line between concessions five and six of McKim. One-half the above length is properly graded and ditched, the balance being only chopped out and levelled.

MANION LAKE ROAD.

A mile and a quarter of repairs on the ninth concession line of Admaston between lots twenty-five and twenty-six.

MATTAWA AND CALLENDER ROAD.

These operations were from lot twenty-one, concession four, to lot thirty concession three of Calvin, three and a half miles of general repairs, and well reported of.

MATTAWA 12 AND 13 CON. AND OTTAWA RIVER ROADS.

The first-named work is between lots nineteen and twenty-eight, being two miles of construction; the second was three and three-quarter miles of repairs between concessions nine and thirteen, on or near lot number twenty-one, all in Mattawa township.

METHUEN ROAD.

Repairs between lot twenty-three, concession eight Belmont, and lot thirty-one, concession three Methuen, about twenty-one miles of general improvement.

MISSISSIPPI BRANCH BRIDGE.

A new bridge built over Mississippi branch river on Mississippi road, and is one hundred feet long, with centre pier eleven feet high. A truss bridge over Otter creek on the same road was also repaired.

MISSISSIPPI AND HASTINGS JUNC. ROAD BRIDGE.

A new bridge over York river, in the township of Dungannon; length one hundred and twelve feet, main span fifty-two feet, and main piers twenty feet high.

MONTAGLE ROAD.

The construction of about two and one-eighth miles between lots ten and eleven of Montagle through concessions seven and eight; and the repair of six and a half miles of the same road, one mile being south and the balance north of the new work, the latter repairs extending to the Peterson road.

MURCHISON BRIDGE.

Built in 1891, but carried away by the heavy freshets of this spring. It has been renewed, and is of the same character as the first structure described two years ago.

NOGEY'S CREEK ROAD.

Four miles have been wrought over from lot twenty-three of Harvey northward to the south boundary of the township of Galway.

NORTH ALGONA 5 AND 6 SIDE LINE ROAD.

This road had been opened roughly by the settlers in previous years. The expenditure this season graded and improved four miles from the third concession northward, the grade averaging fifteen feet in width.

NORTH BAY AND WIDDIFIELD ROAD.

Five miles of repairs, dating from lot number twenty, concession three, south, to lot twenty, concession B, Widdifield.

NORTH BAY AND TEMISCAMINGUE ROAD.

This road was improved in a greater or less degree over eleven and a half miles of its length.

NORTH HARVEY ROAD.

The construction of two miles through the fifth and sixth concessions, and the repair of two miles of last year's work. It is an east and west road, and makes a valuable connection between Burleigh Falls and Buckhorn, and is on or near the line between lots ten and eleven of Harvey.

NORTH METHUEN ROAD.

Repairs extending over eight miles from lot twenty-five, concession two, to lot twenty-seven, concession sixteen of Chandos.

NOSBONSING ROAD.

Two miles of construction from the termination of last year's work westward to lot number fourteen, concession two Ferris, the whole being well ditched and graded. A bridge with a forty-feet clear span was built over Depot creek, the full length of the bridge being ninety feet.

NOSBONSING AND THORNCLIFFE ROAD.

Repairs over a length of eight miles, five of which were fairly graded. The work was from lot number five in the eighth concession to lot twenty-seven, concession fourteen of the township of Ferris.

Other necessary repairs were made in the vicinity of Nosbonsing station, where the road is yet a rough one.

OPEONGO ROAD.

Eight miles of repairs were made of this road, three miles being from about four miles west of D'Acre westward and four miles again westward from a point about two and a half miles west of Brudenel.

OSO AND OLDEN ROAD.

This road begins in the township of Oso, south of Sharbot lake, where the Kingston and Pembroke railway crosses the road allowance between lots ten and eleven of the first concession, and from thence it is westward along the side line mentioned to the boundary between Oso and Olden; and thence again on the same numbered side line in Olden to connect with existing roads in the vicinity of Mountain Grove. Two miles of new road were opened under the direction of this department in Olden.

The townships of Oso and Olden granted amounts almost equal to the Ontario grant, which were spent by the respective municipalities on the same road.

PALMER RAPIDS AND ROCKINGHAM ROAD.

Five miles of repairs from Peterson road south towards Palmer Rapids.

PAPINEAU 10 AND 11 CON. ROAD.

A road between concessions ten and eleven Papineau opened this season across lots twenty-five to thirty-two, a length of two and a quarter miles. Three miles of the same road were also more or less repaired.

PEMBROKE AND MATTAWA ROAD.

Repairs from the town line between Clara and Maria, five miles eastward.

PERRAULT SETTLEMENT ROAD.

On this road proper, repairs were made over a length of four miles in the township of Sebastopol from lot number seventeen, concession thirteen, northward towards Eganville. Also a very steep hill on the eighteenth concession of Grattan, —between Perrault settlement road and Eganville and Foy road—was very substantially improved and the road, which is a mile and a quarter long and crosses lots twenty-one to twenty-five inclusive, made passable throughout.

PETEWAWA 6 AND 7 CON. ROAD.

A mile and a quarter of new road opened on the above line between lots ten and fifteen in Petewawa.

POWASSAN AND CALLENDER ROAD.

Three miles of work of last year were repaired and a mile and three quarters of new road opened from lot twenty-four, concession eleven, Chisholm, south-westward towards Powassan. The work was very heavy and less was accomplished than expected, but the Inspector says it is of an excellent character.

RADCLIFFE AND BRUDENELL ROAD.

A new road opened on the town line between Radcliffe and Brudenell from lot thirty-two northward four miles.

RAYSIDE ROAD.

Repairs between lots four and five, concession five Rayside, and being five hundred yards of crosswaying through a low, wet swamp.

REID ROAD.

The Reid road which begins near Kinmount runs in a southerly direction about six miles to the eastern limit of Swamp Lake Settlement, and not only shortens the distance to market but opens up some fairly good farming country. The work this year was commenced between concessions sixteen and seventeen, Galway, on the west side of lot nine and continued easterly across lots nine and ten, and thence southerly ending between lots thirteen and fourteen on the fifteenth concession line, altogether two and a quarter miles of new road, leaving still a distance which about \$400 would complete. The County of Peterborough gave \$100, and the united townships of Galway and Cavendish \$50 to aid in the above work.

RIDEAU LAKE ROAD.

This was a deviation of three quarters of a mile east of Fermoy, about the west side of Rideau lake, and largely rock excavation and filling. The municipality of Bedford contributed a moiety of the cost as per agreement.

ROLPH ROAD.

Work was begun at Des Joachim bridge on the Ottawa river and extended westward to Moor lake station of the C. P. R., a length of about two and a half miles ; one mile being a deviation for the purpose of shortening the main road.

ROUND LAKE ROAD.

Between lot twenty-three, concession eight, and lot twenty-nine, concession ten, Belmont, three miles of new work was done ; the County of Peterborough contributing \$100 and the united municipalities of Belmont and Methuen \$50 leaving the Government expenditure but \$216.38.

RUTTAN ROAD.

Instead of building a bridge on this road in the township of Hinchinbrooke as at first contemplated, but which the municipality felt obliged to do owing to its dangerous condition in advance of departmental instructions, the road leading from and in connection with the bridge was repaired, southward two and a half miles, as it was in very bad condition.

RYDE ROAD.

This work is on the town line between Rama and Dalton and is about one mile altogether, including some one hundred and twenty rods of crosswaying ; and now completes the opening of a highway begun some years ago between Monk road and Dalton and Washago road, a most valuable connection.

SANDY POINT ROAD.

About two miles of substantial work from between lots five and six, concession sixteen, Harvey, westward towards Pigeon lake. Deviations were made and the road straightened to a considerable extent, but it will require \$200 more to open it to the water.

SCOTT ROAD.

Beginning at lot number four, concession twelve, Chandos, repairs were continued eastward six miles and very substantial work reported.

SHIELD'S PIT ROAD.

Four and a half miles of new road and one and a half of repairs and being from lot thirteen to lot thirty-two between concessions eight and nine, Calvin, opened as a good winter road.

SILVER LAKE ROAD.

A road extending from lot fifteen, between concessions five and six of south Algona, eastward along the last-named line for about three miles, and was more or less repaired throughout.

SOUTH ALGONA 30 AND 31 SIDE LINE ROAD.

A mile and a quarter of construction through concessions ten and eleven, between lots thirty and thirty-one. In addition to the foregoing, two miles of the Killaloe road were repaired, from its intersection with the above-named side road westward.

SOUTH BUCKHORN AND SOUTH BURLEIGH ROADS.

On the Buckhorn road the work was about five miles of general repairs from Buckhorn southward, while on Burleigh road three miles were well repaired between Young's Point and Burleigh Falls. Towards this work the county of Peterborough and township of Smith contributed \$75 each.

SOUTH CALDWELL ROAD.

A road from Verner station, on the Canadian Pacific Railway, southward towards lake Nipissing. It is made between lots eight and nine of Caldwell, through concessions four to one inclusive, except in the second concession, where a deviation into lot number eight was necessary, owing to a rocky ridge. Four miles and a half were wrought over, one and a half being new work, and the balance the better formation of a road chopped out roughly in 1891.

STONE DAM ROAD.

A road about two and a half miles north of Verona, beginning at Stone Dam and Desert Lake road, and extending eastward to the boundary between Portland and Hinchinbrooke, a distance of about two miles. It had been cut out by settlers, but was in a very rough condition; now it is reported a good waggon road.

STURGEON RIVER ROAD.

Some five miles of road previously opened were repaired, and a mile and a half of new work continued eastward, in the township of Springer.

SUDBURY ROAD.

Repairs have been made over eight miles, namely, between Chelmsford and Murray mines.

SUDBURY AND NEELON ROAD.

A continuation of work from lot two, con. three McKim, to lot ten, con. three Neelon, a length of four and a quarter miles of new work, more than half of which has been very well graded and ditched.

SUDBURY AND BLEZARD ROAD.

Four miles and a half improved, and the distance between Sudbury and the Blezard mine now in fair order, and much appreciated.

SWAMP ROAD.

This is a road in the north-westerly corner of the township of Portland, a portion of which was low and swampy, and to obviate the annual flooding of more than a mile it was necessary to raise this distance about three feet with broken stone and other material. A bridge one hundred feet long on the road was also repaired.

The municipality of Portland contributed \$300.

TRAFFORD AND TAMWORTH ROAD.

Improvements were continued westward from the ending of last year's work a mile and a quarter, beginning between lots two and three, concession twelve of Sheffield. The whole road is about five miles long.

WAHNAPIITAE ROAD.

North of the railway three miles of new work were done, and five and a half of repairs made. There are yet three miles or thereabout to complete the whole length to the lake, which, with some necessary repairs, would cost about \$1,500, when an excellent highway would exist between the C. P. Railway and lake Wahnapitae.

South of the railway nearly two miles have been opened and four and a half repaired, the chief work being, however, the building of eight bridges of various lengths, one being one hundred and thirty-six feet long, over Whitefish creek, about five miles south of Wahnapitae station.

WEST MOUNTAIN ROAD.

This road is from lot number one, concession twelve, Brougham, westward. The repairs were over the first two and a half miles, a good waggon road being the result.

WIDDIFIELD 1 AND 2 CON. ROAD.

Two miles constructed across lots ten to fourteen.

WILBERFORCE 12 AND 13 SIDE LINE ROAD.

On this line a bridge was built across the outlet of Green's lake, with main span of twenty-six feet, and a total length, including approaches, of three hundred and twenty feet. There was also about half a mile of work done on the twenty-second concession line from between lots twelve and thirteen westward, upon three heavy hills, the gradients of which were materially reduced, and an impassable section made into a good waggon road.

WISAWASA ROAD.

Somewhat less than a mile of the road of last year was repaired, and a mile and a half of new road made, the work being heavy construction.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES IN THE YEAR 1893.

Name.	Departmental expenditure.			Municipal and other grants and refunds.
	Cash.	Supplies.	Total.	
North Division.	\$ c.	\$ c.	\$ c.	\$ c.
Algoma Mills Bridge			300 00	
Ansonia "			758 78	
Barwick and Dobie Road			750 00	
Basswood Lake "			500 14	
Batchewaning "			750 29	
Bridge repairs, West Algoma.....			2,323 72	
Chelmsford Road			450 00	
Coffin "			1,261 47	
Coyne and Kirkwood "			526 60	
Crozier and Lash "			1,800 00	
Day Mills and Dayton "			300 04	
Gasses Creek Bridge			773 20	
Grand Portage Road			510 86	
Grassy River (balance)..... "			20 00	
Great Northern (balance)..... "			50 45	
Haughton "			492 72	
Honora Bay "			754 28	
Inspection (balance).....	116 00			
Inspection "	2,204 45		2,320 45	
Larchwood Road			1,493 72	
Larchwood Bridge	1,600 99	210 25	1,811 24	
Murillo Road			322 05	
Oliver Township Roads			675 39	
Onimet and Black Bay Road			421 91	
Paipoonge Bridge			500 00	
Patton Road			503 25	
Pigeon River "			1,513 10	
Pine River "			470 00	
Rabbit Mountain and Whitefish Lake..... "			602 73	
Rainy River (balance of 1892)..... "	21 92			
" "	1,287 00		1,308 92	
Rat Portage "			950 00	
Slate River Valley "			752 80	
Spanish River "	801 84	252 40	1,054 24	
Sudbury and Whitefish "	481 75	20 25	502 00	
Two Tree Creek Bridge			249 63	
" V " Line Road			300 00	
Webbwood "	528 00	226 42	754 42	
White River Bridge	2,689 52	202 57	2,892 09	
Woodyatt Road			1,000 00	
Less Dominion Grant for Goulais River Bridge of 1892.....	2,266 41		32,720 49	
Refund - Grassy River Road.....	69 08		2,335 49	
Net Departmental expenditure.....			30,385 00	
West Division.				
Baysville (balance) Bridge			11 00	
Baysville and Huntsville..... Road			300 00	
Bear Lake (balance)..... "	45 88			
" "	902 10		947 98	
Bethune 5th side line "			512 34	
Boyne River Bridge			75 00	
Bracebridge "			2,000 00	
Brennan's "			300 70	
Burk's Falls Road			351 06	
Cardwell "			430 00	
Carling "			399 45	
Chaffey 30th S. L Bridge			46 75	

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

Name.	Departmental expenditure.			Municipal and other grants and
	Cash.	Supplies.	Total.	
	\$ c.	\$ c.	\$ c.	\$ c.
West Division.—Continued.				
Chapman and Strong T. L. Road			617 39	
Chisholm (balance) "			3 08	
Commanda Lake "			992 80	
Denville Swamp "			518 30	
Distress River "			250 45	
Doe Lake "			499 66	
Draper and Ryde "			601 92	
Eagle Lake (balance) Bridge		30 39	30 39	
" Road			97 57	
East Armour "			191 57	
East River Bridge	830 00	41 08	871 08	
German (balance) Road			67 99	
Gurd and Himsworth "			500 00	
Himsworth, 15th and 16th S. L. "			324 55	
Indian Peninsula (including balance) Roads			2,466 44	
Inspection "			1,425 20	
Junction No. 1 Road			350 00	
Kearney No. 1 "			497 13	
Kelly's Swamp "			144 50	
Koshee Bridge			300 00	
Lake Joseph Road			219 42	
Lake Shore and Danes "			513 69	
Machar 12th and 13th Concession "			998 00	
McDougall and Foley "			397 60	
McMurrich Roads			248 98	
Maganetawan, No. 1 Bridge	326 50	53 50	350 00	100 00
" No 2 "			200 00	
" Road			576 52	
Muskoka "			500 05	
Muskoka and Bobcaygeon "			1,615 46	
Neighic Lake Bridge			711 57	
Nipissing Road			495 86	
North Cardwell "			501 99	
Northern "			2,388 50	
Northern Road Bridges			223 04	
Oakley (balance) "			8 59	
Perry 5th and 6th S. L. Road			150 00	
" 8th Concession "			199 97	
" and Chaffey "			256 41	
Pickarel River Bridge			100 00	
Portage Road			306 00	
Poverty Bay "			102 91	
Pringle (balance) "			12 25	
Rainy Lake "			750 69	
Rosseau and Nipissing "			750 20	
Ryde Centre "			302 71	
Ryerson Junction "			205 12	
Simpson (balance) "			43 23	
Sinclair "			700 00	
South River (balance) Bridge			44 79	
" "			388 43	
Stephenson Township Roads			710 21	
Strong 12th Concession Road			451 88	150 00
" and Machar "			575 33	
Westphalia "			1,001 96	
			33,155 66	
East Division.				
Abinger and Miller, T. L. Road			500 00	
Addington "			884 70	
Alice 20th and 21st S. L. "			600 00	
Alice 8th and 9th Concession "			401 03	
Anstruther "			411 62	

SUMMARY OF EXPENDITURE, ETC.—Continued.

Name of Work.	Departmental expenditure.			Municipal and other grants and refunds.
	Cash.	Supplies.	Total.	
East Division—Continued.	\$ c.	\$ c.	\$ c.	\$ c.
Barrie Road			388 81	
Barry Bay "			402 02	
Bonfield 4th and 5th Concession (balance) .. "			20 38	
Bonfield 25th and 26th S. L. "			600 00	
Booth "			401 62	
Bromley 24th and 25th S. L. "			209 55	
Bromley and Stafford T. L. "			402 90	
Buckhorn "			1,216 43	150 00
Buck Lake Bridge			200 00	
Burleigh Road			797 81	
Burnt Mill Bridge			211 97	100 00
Caldwell Road			220 00	
Callender and North Bay (balance) .. "			4 25	
Calvin and Papineau T. L. "			282 43	
Cavendish "			625 09	
Chardos "			406 73	
Clare River (including balance) Bridge			251 56	
Clarendon Branch Road			404 89	
Cobden and Eganville "			140 00	
Cruse "			409 33	
Dalton 25th and 26th S. L. "			239 92	
Dalton and Rama T. L. "			400 20	
Devil Lake (balance) "			26 40	
District Line "			150 00	
Ferris "			1,200 64	
Flinton "			497 10	
Galway 4th and 5th Concession "			500 00	
Galway and Cavendish "			950 69	
Gannon's Narrows "			211 86	150 00
Golden Lake "			500 89	
Gooderham Bridge			212 00	
Grattan Road			384 05	
Grattan and South Altona (balance) .. "			24 77	
Gullies "			209 31	
Hagarty 5th and 6th Concession (balance) .. "			60 54	
Hagarty 5th and 6th S. L. "			803 61	
Harvey "			200 00	
Hastings "			1,002 78	
Hyde 'Chute and Sansons' "			609 84	
Inspection "			2,982 92	
Lavant Branch Road			605 00	
Loborough Lake (balance) Bridge			115 77	
Lutterworth Road			200 00	
McKim and Neelon "			380 00	
Manion Lake "			250 00	
Mattawa and Callender "			606 22	
Mattawa 12th and 13th Concession and Ottawa River .. "			703 88	
Methuen (balance) "	38 49			
" .. "	526 95		565 44	
Mississippi Branch Bridge			430 65	
Mississippi and Hastings Junction Road .. "			367 89	
Monteagle Road			500 00	
Mud Lake (balance) "			29 30	
Murchison Bridge			633 59	
Nogies Creek Road			294 16	
North Altona, 5th and 6th S. L. "			505 00	
North Bay and Widdifield "			500 68	
North Bay and Temiscamingue "			301 49	
North Harvey "			684 22	
North Methuen "			399 31	
Nosbonsing "			991 17	
Nosbonsing and Thorncliffe "			735 72	
Opeongo "			645 00	

SUMMARY OF EXPENDITURE, ETC.—*Concluded.*

Name of Work.	Departmental expenditure.			Municipal and other grants and refunds.
	Cash.	Supplies.	Total.	
	\$ c.	\$ c.	\$ c.	\$ c.
<i>East Division—Continued.</i>				
Oso and Olden	Road		299 85	
Palmer Rapids and Rockingham	"		405 42	
Papineau 10th and 11th Concession	"		495 29	
Pembroke and Mattawa	"		600 00	
Perrault Settlement	"		465 00	
Peterson Branch (balance)	"		100 00	
Potowawa 6th and 7th Concession	"		405 90	
Powassan and Callender	"		1,902 27	
Radcliffe and Brudenell	"		501 95	
Rayside	"		245 63	
Reid	"		211 00	150 00
Rideau Lake	"		493 62	500 00
Rolph	"		615 25	
Round Lake	"		218 38	150 00
Ruttan	"		160 00	
Ryde	"		224 88	
Sandy Point	"		301 52	
Scott	"		314 64	
Shield's Pit	"		499 80	
Silver Lake	"		502 60	
South Algona 30th and 31st S. L.	"		495 98	
South Buckhorn and South Burleigh	"		167 76	150 00
South Caldwell	"		513 11	
Stone Dam	"		200 00	
Sturgeon River	"		504 96	
Sudbury Road	"		501 48	
Sudbury and Blezard	"		600 00	
Sudbury and Neelon	"		1,000 76	
Swamp	"		570 00	300 00
Trafford and Tamworth	"		410 00	
Veuve River (balance)	Bridge	187 06	48 79	
Wahnapitae	Road		1,711 36	
West Mountain	"		400 80	
Widdifield 1st and 2nd Concession	"		301 68	
Wilberforce 12th and 13th S. L.	"		499 25	
Wisawasa	"		500 00	
			48,631 12	
Less refund Sudbury and Neelon Road of 1892 ..			5 48	
			48,625 64	

RECAPITULATION.

	Total departmental expenditure.
	\$ c.
I. North Division	30,385 00
II. West	33,155 66
III. East	48,625 64
Total Departmental Expenditure	112,166 30

DOMINION AND MUNICIPAL GRANTS AND REFUNDS REFERRED
TO IN SUMMARY.

Dominion	\$2,266 41
County of Peterborough.....	575 00
Municipality of Cavendish.....	50 00
" Ennismore.....	50 00
" Belmont.....	50 00
" Harvey	50 00
" Bedford	500 00
" Smith	75 00
" Strong	150 00
" Portland	300 00
" Perry.....	100 00
Sudbury and Neelon Road of 1892	5 48
Grassy River	69 08
	<hr/>
	\$4,240 97

HENRY SMITH,
Superintendent.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1893.

APPENDIX No. 34.

List of Persons to whom Culler's Licenses have been issued under the Ontario Culler's Act up to 31st December, 1893.

Name.	P. O. Address.	Name.	P. O. Address.
Anderson, M. M.	Almonte.	Blair, Robert J.	Arnprior.
Allan, James D.	Bracebridge.	Benson, John W.	Sturgeon Bay.
Appleton, Erwin B.	Bracebridge.	Beck, Charles M. jr.	Penetanguishene.
Albert, Andrew	Ottawa.	Beatty, W. J.	Coldwater.
Adams, J. Q.	Longford Mills.	Burns, C. W. jr.	South River.
Anderson, Patrick J.	Campbellford.	Bell, John Henry	Burk's Falls.
Anderson, J. C.	Gravenhurst.	Bettes, John Hiram	Muskoka Mills.
Allan, Alfred	Ottawa.	Brady, John	Renfrew.
Aikins, Geo. M.	French River.	Beattie, W. J.	Arnprior.
Appleby, Ridley	Katrine.	Bromley, William	Westmeath.
Adams, James M.	Sault Ste. Marie.	Bissell, Hartie	Trenton.
Aylward, James	Peterborough.		
Archibald, John L.	Keewatin.	Callaghan, Dennis	Trenton.
Austin, Wm. G.	Renfrew.	Campbell, Alexander, J.	Trenton.
Anderson, Charles.	Little Current.	Carson, James	Bracebridge.
Anderson, John	Cartier.	Campbell, J. M.	Bracebridge.
Adair, Thomas Albert	Gananoque.	Campbell, Robert	Bracebridge.
Anderson, J. G.	Alpena, Mich.	Clairmont, Joseph	Campbellford.
Alexander, Samuel.	Arden.	Clarkson, Robert J.	Parry Sound.
		Carruthers, Aaron	Hintonburg.
Boland, Abraham	Cartier.	Calder, Wm. J.	Bark Lake.
Brown, Singleton	Bracebridge.	Chew, Joseph	Gravenhurst.
Barry, Thomas James	Hastings.	Cole, James Colin	Ottawa.
Blanchet, Paul Frederick	Ottawa.	Cameron, William	Collins' Inlet.
Bird, W. S.	Parry Sound.	Cain, Robert	Midland.
Bayley, James T.	Gravenhurst.	Crawford, Stephen W.	Thessalon.
Bell, Henry	Ottawa.	Cochrane, George	Peterborough.
Beach, Herbert Mahlon.	Ottawa.	Coburn, John	Lindsay.
Barry, Thomas	Millbridge.	Crowe, Nathaniel	Bobcaygeon.
Beaty, W. R.	Parry Sound.	Cameron, Alexander	Norman
Brooks, Frederick William	Mackey's Station.	Chrysler, Frank R. L.	Webbwood.
Brown, Robert D.	Port Sydney.	Carson, Hugh	Rat Portage.
Breed, Arthur G.	Penetanguishene.	Carson, Melvin	Little Current.
Barnes, Thomas George Lee	Muskoka Mills.	Cameron, John K.	Spanish River.
Buchanan, Robert	Coldwater.	Cassidy, William	Little Current.
Beck, Jacob Frederick	Penetanguishene.	Campbell, Archibald J.	Little Current.
Bird, Joseph Manly	Muskoka Mills.	Close, John L.	Arnprior.
Boyd, John F.	Thessalon.	Campbell, James R.	Eganville.
Brandon, Martin W.	Peterborough.	Campbell, John A.	Galetta.
Bell, John C.	Peterborough.	Caillier, Hyacinthe	Arnprior.
Bartlett, George W.	Warren.	Chamberlain, Thomas	Bobcaygeon.
Brown, Silas	Klock's Mills.	Cooper, David Allan	Millbrook.
Boland, W. G.	Eganville.	Cox, Henry	Bellerica, Que.
Baulke, George R.	Aylmer, Que.	Currie, James	Ottawa.
Bromley, Thomas	Pembroke.	Clarkson, A. E.	Midland.
Bremner, John L.	Admaston.	Clairmont, E.	Gravenhurst.
Bromley, W. H.	Pembroke.	Cameron, W. F.	Sturgeon Bay.
Bowers, Isaac	Little Current.	Connelly, Daniel	Gravenhurst.
Brown, Thomas	Barrie.	Campbell, P. C.	Sault Ste. Marie.
Bass, Walter R.	West Huntingdon.	Cadenhead, Alexander	Midland.
Bates, Robert	Rat Portage.	Carpenter, R. J.	Arnprior.
Bick, Thomas	Bobcaygeon.	Christie, William Pringle	Severn Bridge.
Bray, James	Kinmount.	Campbell, C. V.	Sault Ste. Marie.
Bissell, George Thomas	Trenton.	Clegg, Samuel	Peterborough.
Baxter, Richard	Deseronto.		
Brecaugh, Edward	Deseronto.	Durrill, John W.	Ottawa.
Boyd, George A.	Thessalon.	Dickson, John	Sundridge.
Buchan, Frederick	Arnprior.	Danter, R. W.	Parry Sound.
Barrett, Patrick	Arnprior.	Doyle, T. J.	Eau Claire.
Brundage, Alfred W.	Pembroke.	Dobie, Alexander R.	Blind River.
Brougham, Thomas	Eganville.	Donally, Richard S.	Sudbury.

APPENDIX No. 34.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Devine, William	Cook's Mills.	Golding, William	Dorset.
Durrill, William	Nosbonsing.	Gillies, Harry	White Lake.
Draper, Patrick	Quyon, Que.	Gordon, Herbert C	Nelsonville.
Davis, J. P.	Bobcaygeon.		
Drum, Patrick	Belleville.	Harrett, James	Gilmour.
Durham, Edgar S.	Rosseau.	Hayes, James	Enterprise.
Duquette, Charles	Webbwood.	Huckson, A. H.	French River
Davis, William Albert	Bobcaygeon.	Howe, Alexander	Queensborough.
Dickson, Robert Alexander	Keene.	Hurd, Edwin	Hurdville.
Dawkins, John	Gravenhurst.	Hoff, J. S. Morris	Arnprior.
Doxsee, James E.	Gravenhurst.	Hutton, John	Hutton House.
		Hutchinson, Wm. E.	Huntsville.
Ebert, Andrew P	Pembroke.	Hogarth, Joseph Rowan	Pembroke.
Ellis, Alexander	Arnprior.	Humphrey, John	Gravenhurst.
Ellis, John	Westmeath.	Hill, Joshua	Midland.
		Hall, David	Lovering.
Forbes, Christopher McKay	McLean's Depot.	Hartley, Charles	Peterborough.
Fitzgerald, E. Clair	Parry Sound.	Helferty, Dennis	Eganville.
Farrell, W. H.	Ironside, Que.	Hamilton, Robert	Rat Portage.
French, Louis Wm	Byng Inlet.	Hoppins, Abiram	Kingston.
Freeston, Walter	Burk's Falls.	Hoppins, Denamore	Kingston.
Fraser, Wm. A.	Mattawa.	Haystead, John	Parry Sound.
Fortune, Owen	Trenton.	Henderson, John Irwin	Bobcaygeon.
Fraser, David	Norman.	Hartley, William	Millbridge.
France, John	Collins' Inlet.	Higgins, John C.	Peterborough.
Ford, Charles	Wahnapiatae.	Humphrey, T. W.	Gravenhurst.
Fraser, Alexander, jr	Westmeath.	Harrison, John, jr	Pembroke.
Fairbairn, William	Calabogie.	Hawkins, E.	Le Breton Flats.
Fraser, Wm. A.	Pembroke.	Henderson, Charles	Bracebridge.
Fraser, Foster	Pembroke.	Halliday, Frank	Mississippi.
Fraser, William	Pembroke.	Halliday, James	Springtown.
Fraser, Hugh Alexander	Pembroke.	Hurdman, J. A.	Ottawa.
Flaherty, John	Lindsay.	Hawkins, Stonewall J.	Meldrum Bay.
Fisher, William	Trenton.	Hinchliffe, William	Gunter.
Fox, Thomas	Deseronto.	Hillis, James M.	Sutton West.
Fallis, James W.	Sturgeon Bay.		
Fairbairn, N. H.	Webbwood.	Irwin, Thomas H	Parry Sound.
Freil, John	Trenton.		
Fox, Charles	Trenton.	Jackson, Robert.	Brechin.
		Johnson, Finlay	Bracebridge.
Green, Norman A.	Gilmour.	Jones, Albert	Victoria Harbor.
Green, Samuel E.	Parry Sound.	Johnson, Thomas	Bobcaygeon.
Grant, John	Flinton.	Johnston, Archibald M	Norman.
Greene, Arthur	Ottawa.	Julien, Charles	Trenton.
George, E. W.	Parry Sound.	Junkin, Henry	Marmora.
Gardiner, John	Parry Sound.	Johns, Frank	Nipissing Junction.
Golden, Frank Jay	Trenton.	Jessup, Edward D.	Cache Bay.
Garson, Robert	Thessalon.	Johnson, Frank N.	Ottawa.
Gropp, August	Penetanguishene.	Johnston, John	Peninsula Lake.
Grozeille, Antoine D	Muskoka Mills.	Johnson, S. M.	Arnprior.
Goulais, James	Peterborough.	Jones, Frederick James	Flinton.
Grayson, Charles	Keewatin.		
Gladstone, Henry E.	Cook's Mills.	Kerby, John	Belleville.
Graham, Edward G	Wahnapiatae.	Kennedy, Robert	Marmora.
Griffin, James	Spanish River.	Kirby, Louis Russell	Ottawa.
Gordon, Alexander B	Pembroke.	Kenney, Timothy	Enterprise.
Gareau, Noah J	Pembroke.	Kirk, Henry	Trenton.
Gordon, Robert W	Pembroke.	Knox, Milton	Ottawa.
Guerin, Nelson	Petawawa.	Kinsella, Michael Pierce	Trenton.
Gunter, Peter M	Gilmour.	Kitchen, D.	French River.
Glennie, William	Millbridge.	Kelly, Jeremiah	Sudbury.
Gardner, John	Rat Portage.	Kelly, Ferdinand	Mattawa.
Gorman, Maurice J	Fenelon Falls.	King, Napoleon	Mattawa.
Gillies, John A.	Braeside.	Kean, B. F.	Orillia.
Gadway, John	Parry Sound.	Kemp, Orval Wesley	Trenton.
Garrow, Edward	Nipissing Junction.	Kirk, Charles Barron	Queensborough.
Gaudaur, Antoine Daniel	Orillia.	Kingsland, W. P.	Ottawa.

APPENDIX No. 34.—Continued.

Name.	P. O. Address.	Name.	P. O. Address.
Kerr, John B	Arnprior.	Munro, Philip	Braeside.
Kennedy, Walter	Arnprior.	Mangan, Patrick	Arnprior.
Kennedy, John	Pembroke.	Marcil, Peter	Ottawa.
Knox, William M	Fesserton.	Main, Samuel	Spanish Station.
Kearney, Michael John	Buckingham, Que.	Morley, Charles	Huntsville.
Lloyd, Alfred	Severn Bridge.	Moore, David Henry	Peterborough.
Lawrie, Frank A	Parry Sound.	Murphy, John	Arnprior.
Latimer, James	Frank's Bay.	McPherson, James S	Rama.
Lemyre, Middey	Campbellford.	McKinley, Edward C	Toronto.
Lutz, Jacob	Parry Sound.	McClelland, John	Parry Sound.
Luby, John E	Ottawa.	McFarlane, J. W	Cache Bay.
Lochnan, James	Ottawa.	McDonald, Roderick	Pembroke.
Lozo, John	Trenton.	McCormack, William	Pembroke.
Loughrin, Lawrence	Pembroke.	Macpherson, John	Ottawa.
Linton, J. H	Parry Sound.	McEachern, John A	West Gravenhurst.
Ludgate, James	Peterborough.	McLeod, Dugald	Gravenhurst.
Lynch, W. H	Collingwood.	McClelland, R. H	Parry Sound.
Lee, Robert	Huntsville.	McEvoy, Frank	Campbellford.
Longford, Mark	Baysville.	McDermott, Peter	Orillia.
Letherby, Edwin	Midland.	McIlroy, John	Madoc.
Lovering, William James	Coldwater.	McNabb, Robert J	Parry Sound.
Lane, Maurice	Bobcaygeon.	McFadden, James	Ottawa.
Lenton, George	Peterborough.	McIntosh, James G	Carleton Place.
Low, Thomas A	Renfrew.	McInnis, Hector D	Bracebridge.
Livingstone, Robert M	Huntsville.	McKinnon, Malcolm	Bracebridge.
Londry, William E	Sault Ste. Marie.	McLean, Daniel	Bracebridge.
Labelle, James	Waltham, Que.	McKinnon, Archie J	Bracebridge.
Labelle, Eli	Waltham, Que.	McKay, D. C	Baysville.
Ladurante, J. D	Ottawa.	McDonald, James	Parry Sound.
Ludgate, Theodore	Peterborough.	McPherson, Allan	Longford.
Lucas, Frank	Sault Ste. Marie.	McDonald, James P	French River.
Lunam, Duncan	Collfield, Que.	McFarland, Joseph C	Port Severn.
Lott, George	Trenton.	McNabb, Alexander	Thessalon.
Lawrie, John D	Parry Sound.	McGillivray, Archibald	Port Arthur.
Malloy, Mark	Baysville.	McGrane, Edward	Lindsay.
Miller, R. O	Gravenhurst.	McLeod, Donald, jr	Keewatin.
Menzies, Archibald	Burk's Falls.	McDonald, Hector R	Thessalon.
Manning, James	Trenton.	McDougall, Duncan	Bracebridge.
Martin, Philip	Stoco.	McNabb, Alexander D	Warren.
Malone, William Patrick	Ottawa.	McCormack, John C	Sudbury.
Marsh, Esli Terrill	Trenton.	McNamara, John	Byng Inlet.
Millar, John W	Huntsville.	McGillivray, Duncan D	Algoma Mills.
Mutchenbacher, Asa	Roseau Falls.	McIntyre, Daniel A	Klock's Mills.
Morris, George F	Frank's Bay.	McNamara, Lewis	Klock's Mills.
Murray, George, jr	Waubushene.	McDonald, Sidney C	Mattawa.
Maughan, Joseph	Fort William.	McCool, Christopher L	Cartier.
Margach, William J	Port Arthur.	McCallum, Donald	Arnprior.
Murray, George, sr	Waubushene.	McGregor, Duncan	Burnstown.
Maniece, William	Peterborough.	McLean, Peter W	Sand Point.
Murray, William	Rat Portage.	McManus, John C	Arnprior.
Morgan, Richard J	Rat Portage.	McNab, Alexander	Arnprior.
Magee, Thomas Arthur	Rat Portage.	McFarlane, Alexander	Renfrew.
Murdoch, James	Cook's Mills.	McFarlane, J. D	Stewartville.
Munroe, Peter P	Commanda.	McFarlane, Duncan	Renfrew.
Mason, Benjamin	Westmeath.	McKendry, Wm. B	Arnprior.
Monaghan, John B	Arnprior.	McPhee, Hugh	Renfrew.
Monaghan, M. J	Arnprior.	McPhee, John	Arnprior.
Mulvihill, John	Arnprior.	McLachlin, Peter	Arnprior.
Moran, Andrew	Rockingham.	McLachlin, Alexander	Arnprior.
Mulvihill, Michael	Arnprior.	Mackey, Edward	Arnprior.
Mann, John	Manitowaning.	McKewen, Henry	Trenton.
Marrigan, Richard	Deseronto.	McDonald, Alfred	Peterborough.
Monaghan, John Dorland	Deseronto.	McGeary, John J	Sundridge.
Matheson, William	Chelmsford.	McDonald, Archibald W	Gilmour.
Munro, Alexander G	Braeside.	McCaw, John Gillen	Queensborough.

APPENDIX No. 34.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
McCauley, Barney.....	Trenton.	Riddell, James.....	Ottawa.
McDougall, James T.....	Klock's Mills.	Rice, Asa A.....	Hull, Que.
McInenly, Thomas.....	Quebec, Que.	Roberts, T. A.....	Huntsville.
McBride, Archibald.....	Arnprior.	Ross, Andrew.....	Longford Mills.
McFarlane, Robert L.....	Arnprior.	Rose, Donald M.....	Rat Portage.
McGown, Wm.....	Parry Sound.	Rawson, Charles Edgar.....	Coldwater.
McGown, Thomas.....	Parry Sound.	Ross, George.....	Waubauskene.
McDermet, Patrick.....	South River.	Roberts, Percy T.....	Keewatin.
McKay, Angus.....	South River.	Ritchie, William D.....	Little Current.
McDonald, A. J.....	Longford.	Ramsay, Robert.....	Arnprior.
McInnes, Angus D.....	Gravenhurst.	Ritchie, J. F.....	Arnprior.
McKendry, Alexander.....	Waubauskene.	Ritter, Samuel G.....	Ah Mic Harbor.
McGuire, Timothy.....	North Bay.	Robinson, William.....	Bobcaygeon.
McGrath, John.....	Peterborough.	Reid, Joseph B.....	Lindsay.
McWilliams, John Bannon.....	Peterborough.	Ross, Walker M.....	Ottawa.
McCagherty, Patrick.....	Westmeath.	Ruttie, H. A.....	Carleton Place.
McKendry, Daniel.....	Arnprior.	Richards, Benedict.....	Ottawa.
Macdonald, D. F.....	Parry Sound.	Regan, John.....	Orillia.
McManus, Thomas J.....	Renfrew.	Russel, William.....	Pembroke.
Macfarlane, David R.....	Ottawa.	Scanlin, William.....	Enterprise.
McColgan, Edward.....	Quyon, Que.	Sutherland, D. H.....	Gravenhurst.
McMichael, Charles.....	North Seguin.	Spanner, John.....	Huntsville.
McIlroy, Thomas Davis.....	Madoc.	Shier, James D.....	Bracebridge.
McDonald, Wm. Henry.....	Trenton.	Spooner, W. R.....	Katrine.
Newton, Frank.....	Gravenhurst.	Simpson, Alfred E.....	Wakefield.
Newburn, William.....	Parry Sound.	Souliere, John B.....	Ottawa.
Niblett, James.....	Arnprior.	Shiels, James A.....	Carleton Place.
Niblett, Robert.....	Oseola.	Spargo, George.....	Ottawa.
Newell, John H.....	Parry Harbor.	Smyth, W. H.....	Byng Inlet North.
Overend, George J.....	Longford Mills.	Salmon, R. H.....	Baysville.
O'Brien, Andrew.....	Ottawa.	Sheehan, Peter F.....	Loring.
O'Connor, John.....	Hintonburg.	Stremmer, A.....	Ottawa.
Oliver, Darcy.....	Wahnapiatae.	Shields, Frank A.....	Parry Sound.
O'Connor, William.....	Nosbonsing.	Smyth, Job E.....	Cache Bay.
O'Neill, James W.....	North Bay.	Sage, Nelson.....	Muskoka Mills.
O'Donnell, William.....	Penetanguishene.	Shaw, Thomas B.....	Waubauskene.
Owens, Richard.....	Basin Depot.	Swanston, James.....	Peterborough.
O'Reilly, Patrick.....	Cartier.	Simpson, William.....	Hall's Bridge.
O'Neill, Mark.....	Renfrew.	Sadler, Thomas.....	Lindsay.
Orrill, John.....	Trenton.	Smith, Patrick Albert.....	Norman.
Pomery, Peter.....	Trenton.	Snaith, William J.....	Mattawa.
Perry, Pringle K.....	Byng Inlet North.	Sinn, Wm. F.....	Arnprior.
Purcell, William G.....	Ottawa.	Scrim, Robert.....	Arnprior.
Purvis, John.....	Parry Sound.	Salmon, Alexander C.....	Baysville.
Pattinson, Thomas.....	Bracebridge.	Sharp, James A.....	Sudbury.
Porter, James.....	Uphill.	Shanacy, Harry S.....	Cook's Mills.
Pearson, John James.....	Lindsay.	Smith, William.....	Ottawa.
Paterson, John.....	Wahnapiatae.	Stewart, Daniel.....	Braeside.
Paterson, Alexander.....	Orillia.	Sheehan, Michael H.....	Waubauskene.
Paquette, Oliver.....	Webbwood.	Scott, Thomas.....	Parry Sound.
Palmateer, Sherman.....	Gravenhurst.	Smith, Lawrence.....	WestSaginaw, Mich.
Paget, George.....	Huntsville.	Shea, Stewart.....	Campbellford.
Pounder, Joseph.....	Westmeath.	Sullivan, John.....	Sudbury.
Richardson, Frederick George.....	Trenton.	Sinclair, Finlay.....	Sudbury.
Richards, Richard.....	Tamworth.	Shiels, Henry F.....	Cartier.
Riddell, George Alexander.....	Rochesterville.	Smith, Gideon Onsley.....	Burk's Falls.
Richey, Evan.....	Brentwood.	Smith, John Wallis.....	Thedford.
Randell, Louis G.....	French River.	Smith, Henry G.....	Arnprior.
Richardson, Charles Mervyn.....	Trenton.	Story, John A.....	Ottawa.
Rochester, Daniel Baillie.....	Ottawa.	Tait, Thomas B.....	Burk's Falls.
		Taylor, C. W.....	Gravenhurst.
		Thornton, W. D.....	Longford Mills.

APPENDIX No. 34.—*Concluded.*

Name.	P. C. Address.	Name.	P. O. Address.
Trussler, Gilbert	Trout Creek.	Waldie, John E.	Victoria Harbor.
Thompson, George S.	Lindsay.	Wigg, Thomas G.	Thessalon.
Thomson, Frederick A. H.	Callander.	Wall, Patrick B.	Cheboygan, Mich.
Thomson, Francis Henry.	Nosbonsing.	Wells, John R.	Little Current.
Tuffy, John.	Cartier.	Whiteside, John	Huntsville.
Train, A. C.	Rowan Mills.	Watt, William.	Peterborough.
Turgeon, George	Cook's Mills.	Wilson, George	Lindsay.
Thomson, Alexander W.	Arnprior.	White, Thomas	Parry Sound.
Taylor, Thomas G.	Gravenhurst.	Watson, William.	North Bay.
Tait, Ralph	Arnprior.	Weston, Frank R.	Midland.
Train, William	Burk's Falls.	White, James B.	Manitowaning.
Udy, Dean	French River.	Wilson, James A., jr.	Webbwood.
Vigrass, Percy J.	Dufferin Bridge.	Whaley, Thomas	Huntsville.
Vincent, Joseph.	Warren.	Webster, William Alfred.	Bracebridge.
Vollin, Samuel	Nosbonsing.	Warrell, William.	Trout Creek.
Vannier, Nelson Joseph	Bobcaygeon.	Wims, Peter.	Blessington.
Watson, William	Huntsville.	Wickware, Philip Almont.	Cloyne.
Webb, George W.	Parry Sound.	Wilson, Edward.	Deseronto.
Wilcox, Thomas.	Parry Sound.	Young, William	Severn Bridge.
Wheeler, J. A. McL.	Tamworth.	Young, A. J.	Cache Bay.
Ward, Joseph W.	Ottawa.	Young, Samuel	Coldwater.
Wilkinson, William.	French River.	Young, Patrick P.	Young's Point.
		Yuill, Thomas.	Arnprior.
		Yuill, A. D.	Braside.
		Total	544

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 30th, 1893.

REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO
FOR THE YEAR
1894.

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.



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WARWICK BROS. & RUTTER, PRINTERS, ETC., 68 AND 70 FRONT ST. WEST.
1895.

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REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO
FOR THE YEAR 1894.

*To His Honor the Honorable GEORGE AIREY KIRKPATRICK,
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOR :

As required by law, I submit, for the information of your Honor and the Legislative Assembly, a Report for the fiscal year ending on the 31st December, 1894, of the management, etc., of the Crown Lands of the Province.

CROWN LANDS.

The area of Crown lands sold during the year was 28,048 $\frac{1}{4}$ acres, aggregating in value, \$63,922.97. The collections on account of these and sales of former years amounted to \$39,086.27. There was also leased as mining lands under the leasing clauses of the Mines Act, 7,435 1-5 acres, on which and on lands previously leased, rent amounting to \$12,640.09 was collected. The total collections therefore on account of Crown lands were \$51,726.36 (See Appendix No. 3, page 5.)

During the past year, owing to the depression which has existed in financial circles and to the low price of nickel, there has not been any considerable extension of the nickel industry, and consequently the sales of lands in the Sudbury district, which is the centre of the nickel bearing region, have been very small.

In the western part of the province, in the District of Rainy River, most important discoveries of gold have been made, and explorers and others have flocked in. Considerable areas have been surveyed and sold, and there are numerous surveys and applications now before the Department in process of being dealt with. Those who have prospected and purchased lands in that region speak in glowing language of the richness of the country, but until machinery has been applied, and the ore practically tested on a large scale, it would not be wise to form too sanguine expectations of its gold-bearing wealth. Stamp mills are being taken in, and in all probability some of the most important gold locations will be exploited and their value tested during the coming summer.

Considerable interest having been manifested during the past year in the capabilities of the newer districts of the province, with a view of bringing their many advantages before intending settlers, a pamphlet was prepared for distribution in which the fullest information was given as to the capabilities, prospects and resources of the newer parts of the province and the best means of access to them, more especially the Districts of Algoma, Rainy River and Nipissing. From the numerous applications which have been received for copies of this pamphlet, and the wide area over which they have been distributed in the United States as well as in Canada, it is confidently expected that there will be a considerable influx of people to these districts during next year.

The Temiscamingue country, about which so much has been said, has been opened for settlement and a resident agent appointed. Many settlers have already gone into this district, and all express themselves surprised at the capabilities of the country and well satisfied with their prospects. This particular region is at present reached by rail and steamer, the point of departure from the C. P. R. main line being at Mattawa station.

The immense heritage of the province in its Crown lands is scarcely realized by the general public. If it is borne in mind that the total area of the province is 126,000,000 acres, of which only 21,640,000 acres have been disposed of, leaving 104,360,000 acres still in the hands of the Crown, of which 87,609,000 acres are unsurveyed, some idea may be formed of the extent of the Crown domain still undisposed of. No doubt considerable areas are rough and of little agricultural value, but the percentage of absolutely worthless lands will be found to be very much less than is generally supposed.

CLERGY LANDS.

The area of these lands sold during the year was $1,523\frac{1}{2}$, aggregating in value \$1,901.10. The amount collected on account of these and former sales was \$4,675.05. (See Appendix No. 3, page 5.)

COMMON SCHOOL LANDS.

The area of these lands sold during the year was 120 acres, aggregating in value \$190. The collections on account of these and former sales amounted to \$14,594.81. (See Appendix No. 3, page 5.)

GRAMMAR SCHOOL LANDS.

The area of these lands sold during the year was $437\frac{3}{4}$ acres, aggregating in value \$485.75. The collections on account of these and former sales amounted to \$1,845.20. (See Appendix No. 3, page 5.)

RAILWAY LANDS.

Under "Railway Aid Act" of 1889, 52 Vict., c. 35. 2,046 $\frac{1}{2}$ acres were sold, aggregating in value \$1,997.75. The collections were \$950.73. (See Appendix No. 3, page 5.)

These lands were set apart under the Act above referred to for the purpose of recouping the province in respect of moneys expended in aiding certain railways piercing

the newer parts of the province. Under this legislation all the unsold lands for a distance of ten miles on each side of the aided railways were to be set apart and sold at \$2 per acre, or such price as might, after inspection and valuation, be fixed by Order in Council. Some of the railways extended through townships formerly appropriated as free grants under the Free Grants and Homesteads' Act, and the effect of the Railways' Aid Act was to withdraw from the operation of the Free Grants' Act all lands remaining unlocated within ten miles on each side of these railways and to make them saleable only at the price of \$2 per acre. Numerous representations having been made that the lots so withdrawn in the free grant townships were the scattered, cull or rejected lots and had no value except as grazing or fuel reserves and would therefore never be sold at \$2 per acre, I have had some of them inspected and revalued and the prices have been reduced to the valuation by Order in Council.

COLLECTIONS AND REVENUE.

The total collections of the Department on account of all sources of revenue were \$1,057,532.70. (See Appendix No. 4, page 6.)

DISBURSEMENTS.

The total disbursements of the Department on account of ordinary services and expenditure were \$260,828.27. (See Appendix No. 6, page 8.) In addition to this there were several special votes, such as the purchase of the diamond drill, construction of slide and dam on Pigeon river, relief to the people who were burnt out in the Rainy River District, and colonization pamphlets, which were expended under the direction of this Department, amounting in all to \$18,095.63. (See Appendix No. 7, page 16.)

WOODS AND FORESTS

The total collections for the year under this head amounted to \$980,497.40, in which is included \$69,415.42 on account of bonuses, and \$66,865.77 for ground rent, leaving \$844,216.21 as the net revenue from timber dues and interest thereon. (See Appendix No. 8, page 17.)

The condition of the lumber trade has not been satisfactory to those engaged in it, although the revenue estimated by the Department has been exceeded. The depression which has existed for some years in our best market, that is, the United States, has not passed away, nor does there appear any immediate prospect of its doing so. Building has largely fallen off in Canada as well as in the United States, and consequently large stocks of lumber and logs have remained in the makers' hands. That the revenue has been so large under the prevailing depression is accounted for by the removal of the duty on sawn lumber passing into the United States, which has caused a larger proportion of the supply for the United States market to be drawn from Ontario than was formerly the case.

Owing to the very extensive forest fires of last season in Michigan and Wisconsin, the owners of the damaged timber have been obliged to operate more extensively than they would otherwise have done in order to save their timber from going to waste.

Whether this will cause over-stocking of the market and further depression it is difficult to say, as much depends upon the return of general prosperity.

So far as can now be estimated, the output of sawlogs from licensed lands in Ontario will be about the same as last year, and will not probably exceed seven hundred and fifty million feet.

Since my last report, under the tariff legislation of the United States, the duty has been taken off Canadian lumber entering the markets of that country, and thus the principal incentive to exporting logs to be sawn in the United States has been removed, and as was expected, some of our largest American limit owners have erected mills in Ontario or let contracts to have their logs sawn here. The large sawmill at Midland, which has lain idle for a number of years, has been refitted and its capacity increased, and will commence sawing on the opening of navigation. One of the large mills at Parry Harbor, which has also been idle for some years, has been fitted up and will start sawing on the opening of navigation. A very fine sawmill has been erected on the North Shore by the firm of Cutler & Savage, and contracts have been let to other smaller mills to saw logs for American owners. It is safe to say that over a hundred million feet of logs which, had the duty remained on lumber, would have been exported in the round to the United States, will this year be sawn in Ontario.

In the east, the Ottawa Arnprior & Parry Sound Railway is now constructed from Ottawa to Long lake on the Madawaska river, a distance of 145 miles, and, although just completed, already shows signs of developing and opening up the vast forests through which it passes. At Long lake an American firm has erected a large saw mill of an annual capacity of seventy million feet, which will be in operation by the first of next June. A number of small mills are also in course of construction at various points along this line, which will utilize a large quantity of lying and dead pine suitable for shingles and coarse lumber for cheap buildings which heretofore, owing to the expense of long drives has not been taken out. Besides, this railway passes through a stretch of country abounding in all kinds of mixed woods, such as hemlock, tamarac, spruce and hard woods, which heretofore have had no value, but which, with railway facilities, will now be able to reach a market at remunerative prices, thus adding materially to the timber wealth of the province.

Owing to the limited demand for lumber in the western part of the province, no stocks of any moment were taken out there last winter. The large mills at Rat Portage, Keewatin and Norman have been sawing on a reduced scale and from logs which they have held over for two or three years.

During the year examinations of candidates for licenses under the Ontario Cullers' Act were held at Callender and Parry Sound. There were sixty-nine applicants in all, of whom forty-two were successful in passing the examination. The total number of licensed cullers is now 586, as per list given in Appendix No. 42, page 95.

FIRE RANGING.

Owing to the extensive forest fires which occurred during last summer, which was an exceptionally dry one, the cost of this service has been greater than was expected. The total cost was \$26,276.27, of which \$11,545.86 was refunded by licensees, leaving the net expenditure \$14,730.41.

The limits in the eastern and southern parts of the province, where the fire ranging system has been in operation for some time, were very closely guarded by placing in the field a staff adequate to protect them, and it is gratifying to be able to state that no fires of any serious consequence took place there. In the west however, owing to the extreme dryness of the summer, to the great number of explorers drawn to the gold fields of Rainy River District, and to the fact that the limit holders there have not availed themselves as fully of the fire ranging service as has been done in the older parts of the province, extensive fires occurred, accompanied, I regret to say, by loss of life, and considerable quantities of valuable pine timber were badly damaged. Owing however to the absence of any active demand for lumber in that western country, the damaged timber will not be taken out this winter to any extent. From the best information the Department has been able to obtain from its rangers in the limited time at their disposal since the fires took place, the damage will not be nearly so large as at first feared, and considerable quantities of timber will not be so badly damaged but that it may be saved if cut in the immediate future.

FISHERIES.

Since my last report two additional overseers have been appointed in localities where their services were required. The reports received from the various overseers show that the law respecting fisheries is fairly well observed. The revenue from permits etc., was \$384. A list of the overseers, with their post-office addresses, etc., is given in Appendix No. 11, page 24.

FREE GRANTS.

There are 159 townships open for location under the Free Grants and Homesteads Act, the township of Ohisholm in the District of Nipissing and the townships of Burleigh and Methuen in the county of Peterborough, having been added since my last report. A considerable increase has taken place in the number of locations during last year as compared with the previous four years. During the last year 736 locations were made on 99,435 acres of land, and 55 locatees purchased 2,079 acres; 322 patents were issued to locatees. (See Appendix No. 10, page 20.)

ALGONQUIN AND RONDEAU PARKS.

Algonquin National Park situated in the District of Nipissing, and Rondeau Provincial Park in the county of Kent, are under the administration of this Department. The former was established in 1893, and the Superintendent and staff of rangers have hitherto been employed largely in preliminary work such as building shelter huts, clearing trails and portages, etc. Protecting the game and guarding the timber from fire have

also engaged their attention, and in both of these directions their efforts have been successful. No fires occurred in the Park notwithstanding the excessive dryness of the past season, and the game and fur-bearing animals appear now to be on the increase. The construction of the Ottawa and Parry Sound railway through the southwestern portion of the Park, which will be in process during 1895, will require extra vigilance and effort on the part of the staff to prevent injury to the game and timber. The Superintendent's report will be found in Appendix No. 39, page 57.

Rondeau Provincial Park was created in 1894, and during the year some roads have been made and other improvements begun to serve the objects for which the Park is intended. The situation on the peninsula of Pointe aux Pins is a pleasant one, and in response to a general desire, a number of lots have been surveyed as sites for summer residences on the Rondeau and lake Erie shores. The report of the Park ranger giving further details is printed as Appendix No. 40, page 63.

CROWN SURVEYS.

The following surveys of townships have been carried out this year :

In the district of Nipissing the township of Dickens has been subdivided into farm lots of 100 acres each ; the townships of Hanmer, Janes, Kelly, McWilliams and Wisner, also in the district of Nipissing, have been subdivided into lots of 320 acres each ; in the district of Algoma, the township of McKinnon into lots of 320 acres each ; in the district of Thunder Bay the township of Ledger, and the residues of the townships of Dorion and Lyon into lots of 320 acres each ; in the district of Rainy River, the townships of Farrington, Halkirk and Watten, on Rainy lake, into lots of 320 acres each, and in some instances into 80 acre lots for greater convenience of sale as mining land ; in this latter district also the meridian and base line survey has been carried on ; also in the district of Thunder Bay certain parts of outlines of townships have been run.

The outlines of certain timber berths in the district of Nipissing have been run, and several minor surveys have been performed.

The returns of the above-named surveys have been examined and closed. The particulars of the surveys will be found in Appendices Nos. 15, and 20 to 38 inclusive ; pages 28 and 34 to 56.

MUNICIPAL SURVEYS.

The Department has during the year, on the petitions of municipal councils interested, issued instructions for surveys in the townships of Enniskillen, Hullett, Pelham and St. Vincent, and has during the same period confirmed municipal surveys in the townships of Nepean, Pittsburgh, Pakenham and Ramsay, and Wolfe Island. The particulars relating to these surveys will be found in Appendices Nos. 13 and 14, pages 26 and 27.

MINERAL AND OTHER SURVEYS.

The Mines Act, 1892, requires that applicants to purchase or lease mining lands in unsurveyed territory shall file surveyor's plans, field notes and descriptions by metes and bounds, of their locations, in the Department before any sale or lease is carried out.

Under Orders-in-Council of dates January 23rd, 1892, and September 22nd, 1893, applicants to purchase islands or locations for agricultural purposes in unsurveyed territory are required to file surveyor's plans, field notes and descriptions by metes and bounds of their locations, of form and size, as prescribed by the Mines Act, 1892.

Under these regulations a number of applicants in the districts of Algoma, Nipissing, Rainy River and Thunder Bay have filed plans, etc., and an area of 6,689 acres has been sold and patented to them, for which \$11,327 has been received; and an area of 5,322 acres has been leased at \$1 per acre for the first year's rental.

Under 56 Victoria, chapter 6, Ontario, 38 acres of land, and land covered with water, at Sault Ste. Marie, district of Algoma, has been patented, for which \$32,760 in debentures of the town of Sault Ste. Marie, have been received and deposited with the Treasurer of the province.

The particulars relating to these surveys, sales and leases will be found in Appendices Nos. 16 and 17, pages 29 and 30.

COLONIZATION ROADS.

The work done during the year was as follows: Miles of new road constructed, 204; miles of road repaired, 565; bridges erected, 26, and many others repaired. The work done was carefully inspected and reported to be of a satisfactory and substantial character.

The net expenditure was \$116,879.78, the details of which are given in the Superintendent's Report, Appendix No. 41, page 66.

Respectfully submitted,

A. S. HARDY,

Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, December 31st, 1894.

APPENDICES.

APPENDIX NO. 1.

RETURN of Officers and Clerks, in the Department of Crown Lands, for the year 1894.

Branch.	Name.	Designation.	When appointed.	Salary per annum.	Remarks.
	Hon. A. S. Hardy...	Commissioner	1889, January 19th	\$ 4,000 00	
	Aubrey White	Assistant Commissioner	1882, January 1st	2,800 00	
	George Kennedy	Law Clerk	1872, February 1st	2,000 00	
	F. Yeigh	Shorthand Writer and Clerk.	1880, March 1st	1,250 00	
		Inspector of Agencies		150 00	
	A. Kirkwood	Chief Clerk	1854, March 21st	1,900 00	
	J. J. Murphy	Clerk in charge of Free Grants	1872, May 1st	1,400 00	
	Julian Sale	Clerk	1871, August 5th	950 00	
	E. S. Williamson	"	1889, May 1st	850 00	
	C. J. M. Hardy	"	1890, May 31st	750 00	
Sales and Free Grants	G. B. Kirkpatrick	Director of Surveys	1866, January 30th	2,000 00	
	W. Revell	Clerk	1871, October 2nd	1,300 00	
	W. F. Lewis	"	1872, February 5th	1,000 00	
	J. M. Grant	Chief Clerk, Patents	1860, May 12th	1,400 00	
Surveys, Patents and Roads	Pedro Alma	Clerk	1871, August 1st	1,250 00	
	Henry Smith	Superintendent of Colonization Roads.	1881, January 1st	1,900 00	
	C. Cashman	Clerk	1872, September 1st	1,150 00	
	J. H. Bradshaw	"	1884, June 1st	850 00	
	J. A. G. Crozier	Chief Clerk	1867, December 1st	1,750 00	
	Theo. C. Taylor	Clerk	1888, August 1st	1,400 00	
	H. R. Hardy	"	1883, November 1st	1,100 00	
	Kenneth A. Miller	"	1891, November 1st	1,000 00	
Woods and Forests	J. J. Kelly	"	1888, March 19th	950 00	
	Alex. McLaren	"	1890, May 22nd	850 00	
	John Durkin	"	1893, November 15th	950 00	

APPENDIX NO. 1.—*Concluded.*

Return of Officers and Clerks, in the Department of Crown Lands, for the year 1894.

Branch.	Name.	Designation.	When appointed.	Salary per annum.	Remarks.
Accounts	{ D. G. Ross.....	Accountant	1861, April 15th	\$ c.	
	{ E. Leigh.....	Clerk	1873, December 20th	1,800 00	
	{ M. J. Ferris	"	1892, April 1st	1,200 00	
	{ C. P. Higgins	"	1873, July 1st.....	860 00	
	{ C. S. Jones.....	Registrar.....	1890, May 22nd.....	1,100 00	
Bureau of Mines	{ A. Blue	Director of Mines.....	1891, May 8th	1,500 00	
	{ T. W. Gibson	Secretary and Shorthand Writer	1891, June 19th	2,500 00	
	{ Aaron Slaght.....	Inspector	1890, April 18th	1,400 00	
	{ A. P. Coleman	Geologist and Mineralogist	1894, January 1st	750 00	
	{ F. Frank.....	Messenger and Office Keeper.....	1886, December 1st	500 00	
	Harry Lake.....	Messenger and Telephone Boy.....	1891, October 7th	300 00	Died, September, 1894.
	W. R. Ledger	Messenger and Clerk	1894, February 15th	450 00	

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1894.

APPENDIX No. 2.

List of Crown Land Agents for the disposal of Free Grants, for 1894.

Name.	District or county.	Date of appointment.	Salary per annum.	Remarks.
Armstrong, John	Lake Temiscamingue, District of Nipissing.	1893, October	\$ 27 00	
Anderson, D.	Part of Peterborough	1870, November	500 00	Agency closed 31st Dec., 1894.
Best, S. G.	" Parry Sound District	1875, March	500 00	
Campbell, A.	" Rainy River District	1891, May	200 00	Reduced to \$100 per annum.
Cockburn, J. D.	Nipissing District	1884, May	500 00	Agent for sale of lands.
Fieldding, W.	Part of Victoria	1882, February	500 00	
Gilligan, B. J.	" Nipissing District	1884, March	500 00	
Hamilton, G.	St. Joseph Island	1890, September	200 00	
Handy, E.	Part of Parry Sound District	1879, January	500 00	
Hollands, C. J.	Town plot of Alberton	1892, October	300 00	
Kirk, W.	Part of District of Muskoka	1892, July	500 00	
Mackay, T.	" Parry Sound District	1881, December	500 00	(Salary reduced to \$250 per annum.
Macpherson, R.	" Frontenac	1871, July	500 00	{ Agent for sale of lands.
Marsh, R. J. F.	" Rainy River District	1891, May	200 00	Agent for sale of lands.
McDonald, D. G.	" Algoma District	1888, December	500 00	Salary reduced to \$200 per annum.
Reeves, J.	" Nipissing District	1886, August	500 00	" 300
Ruttan, J. F.	Thunder Bay District	1872, February	500 00	Agent for sale of lands.
Ryan, T. J.	" Algoma District	1889, May	250 00	Salary reduced to \$400 per annum.
Scarlett, J. S.	" Parry Sound District	1888, June	500 00	
Stewart, C. R.	" Hastings and Peterborough	1880, June	500 00	
Stewart, James	" Renfrew	1882, May	500 00	Salary reduced to \$300 per annum.
Tait, J. R.	" Hastings	1891, September	400 00	
Turner, William	" Algoma District	1869, May	500 00	Salary reduced to \$100 per annum.
Whelan, J.	" Renfrew	1892, October	200 00	Salary reduced to \$300 per annum.
Wilson, Wm.	" Rainy River District	1884, September	500 00	
Wood, Amos W.	" Frontenac and Addington	1891, June	200 00	Salary reduced to \$100 per annum.
		1892, December	200 00	

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1894.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 3.

STATEMENT of Lands Sold and Leased, Amount of Sales, and Amount of Collections on Sales and Leases for the year 1894.

Service.	Acres sold and leased.	Amount of sales.	Amount collected on sales and leases.
		\$ c.	\$ c.
Railway Lands	2,046½	1,997 75	950 73
Crown Lands	28,048¼	63,922 97	39,086 27
Clergy Lands	1,523½	1,901 10	4,675 05
Common School Lands	120	190 00	14,594 81
Grammar School Lands	437¼	485 75	1,845 20
Rent	7,435½		12,640 09
Total	39,611½	68,497 57	73,792 15

D. GEO. ROSS,
Accountant,

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1894.

APPENDIX NO. 4.

STATEMENT of the Revenue of the Department of Crown Lands for the year 1894.

Service.	\$ c.	\$ c.
<i>Land Collections :</i>		
Railway Lands	950 73	
Crown Lands	39,086 27	
Clergy Lands	4,675 05	
Common School Lands	14,594 81	
Grammar School Lands	1,845 20	
Rent	12,640 09	
		73,792 15
<i>Woods and Forests :</i>		
Timber dues	844,216 21	
Ground rent	66,865 77	
Bonus	69,415 42	
		980,497 40
Casual fees	406 43	
Cullers' fees	273 25	
Fishery Licenses	384 00	
		1,063 68
<i>Expenditure Refunds :</i>		
Surveys		2,179 47
		1,057,532 70

AUBREY WHITE,
Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1894.

APPENDIX No. 5.

STATEMENT of the Receipts of the Department of Crown Lands which are considered as special funds for the year 1894.

Service.	\$ c.	\$ c.
<i>Clergy Lands :</i>		
Principal	2,992 62	
Interest	1,682 43	4,675 05
<i>Common School Lands :</i>		
Principal	5,111 14	
Interest	9,483 37	14,594 81
<i>Grammar School Lands :</i>		
Principal	1,213 99	
Interest	631 21	1,845 20
<i>Railway Lands :</i>		
Principal	944 48	
Interest	6 25	
Rent	17 70	968 43
		22,083 49

AUBREY WHITE,
Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1894.

APPENDIX No. 6.

Statement of the Disbursements of the Department of Crown Lands for the year 1894.

Name.	\$ c.	\$ c.	\$ c.
SALARIES.			
<i>Land.</i>			
Anderson, D.	500 00		
Armstrong, J.	500 00		
Best, S. G.	500 00		
Browne, C. P.	83 30		
Campbell, A.	200 00		
Cockburn, J. D.	500 00		
Fielding, William.	500 00		
Gilligan, B. J.	500 00		
Handy, E.	500 00		
Hamilton, George.	200 00		
Holland, C. J.	200 00		
Kirk, William.	500 00		
McDonald, D. G.	500 00		
Mackay, T.	500 00		
Macpherson, R.	500 00		
Marsh, R. J.	200 00		
Nichols, W. L.	500 00		
Reeves, James.	500 00		
Ruttan, J. F.	250 00		
Ryan, T. J.	500 00		
Scarlett, J. S.	500 00		
Stewart, Jas.	400 00		
Stewart, C. R.	500 00		
Tait, J. R.	500 00		
Turner, Wm.	200 00		
Whelan, Jno.	500 00		
Wilson, Wm.	200 00		
Wood, Amos W.	200 00		
		11,133 30	
<i>Timber.</i>			
Campbell, P. C.	1,600 00		
Margach, Wm.	1,600 00		
Macdonald, D. G.	1,600 00		
Munro, H.	1,200 00		
McWilliams, J. B.	2,187 66		
Tassé, D.	100 00		
		8,287 66	
AGENTS' DISBURSEMENTS.			
<i>Land.</i>			
Anderson, D.	3 00		
Armstrong, J.	91 40		
Best, S. G.	30 00		
Brown, C. P.	10 42		
Cockburn, J. D.	17 71		
Fielding, W.	7 11		
Handy, E.	16 89		
Holland, C. J.	13 68		
Kirk, Wm.	19 38		
Mackay, T.	7 29		
Marsh, R. J.	11 05		
Carried forward.	227 93	19,420 96	

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1894.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>	227 93	19,420 96	
AGENTS' DISBURSEMENTS.—<i>Continued.</i>			
<i>Land.—Continued.</i>			
Nichols, W. L.....	18 91		
Ruttan, J. F.....	37 25		
Ryan, T. J.....	12 25		
Scarlett, J. S.....	5 00		
Stewart, Jas.....	8 50		
Stewart, C. R.....	9 14		
Tait, J. R.....	8 94		
Whelan, John.....	4 41		
Wood, Amos W.....	4 05		
		336 38	
<i>Timber.</i>			
Campbell, P. C.....	336 30		
Margach, Wm.....	751 17		
Macdonald, D. F.....	238 68		
Munro, H.....	200 70		
McWilliams, J. B.....	643 34		
		2,170 19	
<i>Miscellaneous.</i>			
Bethune, J., inspection.....	5 00		
Belding, W. W., ".....	50 00		
Doyle, R. J., inspecting.....	6 50		
Gibson, Thos., travelling expenses.....	52 75		
Jones, C. S.,.....	57 65		
McRae, J., inspecting.....	10 00		
Ogema, F., compensation for loss of effects in Mattawa river.....	14 00		
Perras, H., compensation for loss of effects in Mattawa river.....	14 00		
Taylor, T. C., travelling expenses.....	45 15		
White, Aubrey, travelling expenses.....	26 00		
Young, William, inspections.....	242 45		
		523 50	
CROWN TIMBER AGENCY, OTTAWA.			22,451 03
Darby, E. J., acting agent.....	1,200 00		
Larose, S. C., clerk.....	900 00		
Rainboth, E. J., surveyor.....	250 00		
		2,350 00	
Disbursements.....		736 18	
			3,086 18
CROWN TIMBER OFFICE, QUEBEC.			
Nicholson, B., agent.....	1,400 00		
Harney, Thos., messenger and caretaker, (\$50 on ac- count of 1893 salary.....)	150 00		
		1,550 00	
Disbursements.....		409 10	
			1,959 10
<i>Carried forward</i>			27,496 31

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1894.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			27,496 31
FISHERY SERVICE.			
<i>Salaries of Overseers.</i>			
Bilton, Geo.....	75 00		
Bole, D.....	100 00		
Clark, N.....	50 00		
Emmons, Jno.....	50 00		
Huntingdon, S. A.....	100 00		
Johnson, J. A.....	200 00		
Little, Jno. T.....	50 00		
Moore, F. J.....	75 00		
McCann, Peter.....	50 00		
McKewen, S. R.....	50 00		
McKirdy, Wm.....	50 00		
Seidewand, G. E.....	50 00		
Sliter, A. E.....	50 00		
Sly, Lester.....	50 00		
Smith, R.....	50 00		
Wilmot, H. J.....	50 00		
		1,100 00	
<i>Disbursements of Overseers.</i>			
Bole, Duncan.....	64 00		
Johnson, J. A.....	80 00		
Moore, F. J.....	56 65		
Sly, Lester.....	2 50		
		203 15	
Docket Printing Co., copies of game and fish laws.....		50 00	
			1,353 15
WOOD RANGING.			
Anderson, Robt.....		18 00	
Bremner, J. L.....		625 00	
Brady, John.....		1,030 00	
Belding, W. W.....		58 70	
Christie, W. P.....		724 82	
Clegg, S.....		28 00	
Connolly, B. G.....		208 00	
Fraser, Duncan.....		210 75	
Garrow, E.....		1,156 22	
Gardner, Jno.....		28 00	
Halliday, John.....		965 00	
Halliday, James.....		1,024 50	
Henderson, Chas.....		920 55	
Hanes, J. L.....		279 95	
Johnson, S. M.....		1,659 40	
Kennedy, John.....		1,112 00	
Ludgate, Theo.....		1,495 75	
Malone, W. P.....		698 00	
Moore, D. H.....		1,403 35	
Margach, Wm.....		500 00	
McCogherty P.....		1,229 21	
<i>Carried forward</i>		15,375 20	28,849 46

APPENDIX No. 6.—Continued.

Statement of the Disbursements of the Department of Crown Lands for the year 1894.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>			15,375	20	28,849	46
<i>WOOD RANGING.—Continued.</i>						
McSherry, P.			486	35		
McGauley, J.			3	75		
McGown, Wm.			1,192	24		
McGown, Thos.			455	00		
Paget, Geo.			1,621	85		
Robinson, Wm.			738	87		
Russell, Wm.			1,601	08		
Regan, John			1,349	90		
Smith, J. W.			1,389	70		
Sullivan, John			1,324	00		
Sinclair, F.			850	00		
Sinclair, A. G.			204	00		
Turgeon, J. B.			197	00		
Workman, Jno.			276	25		
White, J. B.			1,193	80		
Wickens, A. E.			216	00		
					28,474	99
<i>FIRE RANGING.</i>						
Alexander, S.	66	00				
Disbursements	27	00				
			93	00		
Argue, Wm. 1893	210	00				
do 1894	246	00				
			456	00		
Airhart, Wm.	124	00				
Disbursements	39	00				
			163	00		
Bartlett, Wm.	262	00				
Disbursements	144	75				
			406	75		
Boland, Wm.			258	00		
Beaton, D. H.	44	00				
Disbursements	10	80				
			54	80		
Brown, Hugh R.			204	00		
Bell, Wm.	102	00				
Disbursements	1	00				
			103	00		
Buchan, F.			40	00		
Boland, A. G.			238	00		
Cole, John.	262	00				
Disbursements	43	50				
			305	50		
Carter, R.			204	00		
Campbell, Jas.			248	00		
Cole, George			456	00		
Christie, W. P.			400	00		
Cochrane, John			262	00		
Crombie, John			228	00		
Carlin, Thos.	180	00				
Disbursements	109	15				
			289	15		
<i>Carried forward</i>			4,409	20	57,324	45

APPENDIX No. 6.—*Continued.*

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>		4,409 20	57,324 45
<i>FIRE RANGING.—Continued.</i>			
Creswell, Wm.....	68 00		
Disbursements.....	126 50		
Columbus, Wm.....		194 50	
Desayeoux, Felix.....		212 00	
Driver, Jos.....		262 00	
Dewar, D.....		248 00	
Dubeault, J.....		66 00	
Dallas, D.....		162 00	
Dawkins, John.....		262 00	
Dupond, I.....		262 00	
Drum, P.....	246 00	160 00	
Disbursements.....	205 75		
Etmanski, John.....	262 00	451 75	
Disbursements.....	15 00		
Fitzhenry, John.....		277 00	
Fairhall, E.....		136 00	
Foisy, M.....		204 00	
French, John.....		88 00	
Gourgeon, A.....		262 00	
Grawberger, Theo.....		262 00	
Graham, James.....		212 00	
Gill, Chas.....		154 00	
Gault, John.....	354 00	88 00	
Disbursements.....	195 00		
Grozelle, A. D.....	250 00	549 00	
Disbursements.....	69 50		
Gouldie, E. J.....		319 50	
Gunter, H. M.....		258 00	
Graham, R. A.....		260 00	
Huckson, A. H..... 1893		262 00	
Hadley, J. J.....		238 00	
Humphreys, T. W.....		250 00	
Harvey, H.....		262 00	
Hurst, H.....		252 00	
Hoff, Morris J. S.....		190 00	
Hoskin, James.....		216 00	
Johnston, W. R..... 1893	264 00	262 00	
do..... 1894	262 00		
Jones, C. A.....		526 00	
Kirby, John.....		194 00	
Kelly, F.....		316 00	
Kennedy, R.....		262 00	
Keown, J.....		50 00	
Livingstone, Joseph..... 1893	198 00	238 00	
do..... 1894	196 50		
Laselle, Henry N.....	132 00	394 50	
Disbursements.....	733 96		
Lecuyer, Joseph.....		865 96	
Disbursements.....		205 05	
<i>Carried forward</i>		14,742 46	57,324 45

APPENDIX No. 6.—Continued.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>		14,742 46	57,324 45
<i>FIRE RANGING.—Continued.</i>			
Latour, A.		262 00	
Langevin, Jos.		200 00	
Letang, Jos.		142 00	
Lunan, Duncan.		194 00	
Lamb, P.	212 00		
Disbursements.	12 58		
		224 58	
Lemyre, M.		48 00	
Lindsay, John.		146 00	
Labrash, James.		194 00	
McNab, W. C.			
Disbursements.		31 60	
McColl, A.		254 00	
McRae, John.		216 00	
McDougall, D.		258 00	
McChesney, Samuel.	218 00		
Disbursements.	257 80		
		475 80	
McConkey, R.		38 00	
McNab, W. C.	260 00		
Disbursements.	9 90		
		269 90	
McFarlane, John.		188 00	
McDermott, E.	262 00		
Disbursements.	40 00		
		302 00	
McAlpine, John.		180 00	
McLean, John.	44 00		
Disbursements.	124 01		
		168 01	
McDougall, John.		480 00	
McKay, Angus.	262 00		
Disbursements.	25 00		
		287 00	
McCreight, John.	248 00		
Disbursements.	5 70		
		253 70	
McColl, C. J.		262 00	
MacKay, J. S.		50 00	
Milne, S. A.		170 00	
Margach, J. A.	292 00		
Disbursements.	193 75		
		485 75	
Maher, P.		238 00	
Marquet, C. F.		68 00	
Nevers, C.		260 00	
Newton, F.	68 00		
Disbursements.	167 74		
		235 74	
O'Neil, A. J.		250 00	
Piper, R.		170 00	
Putvin, J.		224 00	
Pilon, O.		262 00	
Rawson, E.		62 00	
Ranger, A.		262 00	
Ritchie, L.		238 00	
Rouse, John.		262 00	
Ryan, John.		262 00	
<i>Carried forward</i>		23,316 54	57,324 45

APPENDIX No. 6.—*Continued.*

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>		23,316 54	57,324 45
<i>FIRE RANGING.—Continued.</i>			
Sage, Nelson	250 00		
Disbursements.....	10 64		
		260 64	
Saunders, Levi			
Disbursements.....		54 00	
Smiley, Wm. H		110 00	
Slade, William.....		238 00	
Smith, W. J.....	143 00		
Disbursements.....	14 12		
		157 12	
Stewart, Joseph		232 00	
Sheehan, W. J		244 00	
Scantlin, John A		110 00	
Towell, George			
Disbursements		179 97	
Vinson, C.....		50 00	
Varty, Henry		5 00	
Wilder, H. J..... 1893	264 00		
do	158 00		
		422 00	
Wallace, W. J.....	262 00		
Disbursements.....	119 00		
		381 00	
Wells, John R.....		234 00	
Welsh, Edward		104 00	
Young, William.....		178 00	
		26,276 27	
Less amount refunded by limit holders		11,545 86	
			14,730 41
<i>Bureau of Mines.</i>			
A. Blue, salary	2,500 00		
do disbursements	67 40		
		2,567 40	
T. W. Gibson, salary		1,400 00	
A. Slaght do	750 00		
do disbursements.....	310 40		
		1,060 40	
A. P. Coleman, salary	500 00		
do disbursements	775 70		
		1,275 70	
J. Burwash, services.....	88 50		
do disbursements	5 25		
		93 75	
Printing and stationery	127 55		
Postage, express and telegraphing	233 28		
		360 83	
Subscriptions and advertising	403 20		
Maps	32 85		
		436 05	
Cases and tables for mineral exhibit.....	134 75		
Photographic supplies.....	48 77		
		183 52	
Sundries		41 32	
			7,418 97
<i>Carried forward</i>			79,478 83

APPENDIX No. 6.—*Continued.*

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			79,473 83
Refunds.....			11,454 36
Colonization roads			116 879 78
Surveys			38,783 76
Board of Surveyors			150 00
Algonquin Park			4,126 00
Rondeau Park			1,405 28
<i>Nullers' Examinations.</i>			
Garrow, E., services	32 00		
Disbursements	32 33		
		64 33	
Henderson, C., services	16 00		
Disbursements	12 20		
		28 20	
Kennedy, J. C., services	20 00		
Disbursements	11 70		
		31 70	
McGowan, W., services		8 00	
McClelland, J., services	8 00		
Disbursements	2 50		
		10 50	
Tait, J. B., services	12 00		
Disbursements	8 10		
		20 10	
Advertising	6 00		
Stationery	90		
		6 90	
			169 73
<i>Contingencies.</i>			
Printing and binding	1,944 27		
Stationery	1,518 82		
		3,463 09	
Typewriter		122 50	
Postage, express and telegraphing		1,445 81	
Advertising and subscriptions		403 15	
Cab hire		110 75	
Extra clerks		1,532 00	
Caretaker and messenger	600 00		
Clerk and messenger	453 00		
Messenger telephone boy	150 00		
		1,203 00	
Sundries		105 23	
			8,385 53
Total			260,828 27

D. GEORGE ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1895.

APPENDIX No. 7.

Special votes expended under the direction of the Department during the year 1894.

Service.	\$ c.	\$ c.	\$ c.
<i>Diamond Drill.</i>			
Machinery	3,601 67		
Freight and express	88 95		
Duty	356 92		
		4,047 54	
Carbons		1,370 66	
Supplies and labor		352 30	
Advertising		91 62	
A. Blue, travelling expenses	172 35		
A. M. Wickens, travelling expenses	16 70		
		189 05	
R. C. McCorquodale, services	198 39		
do disbursements	83 82		
		282 21	
A. Cossette, services	200 00		
Disbursements	40 00		
		240 00	
W. C. Tait, services		83 32	
Hamilton Merritt, services		112 50	
			6,769 20
<i>Prospectors' Classes, Sudbury.</i>			
W. E. Boustead and W. A. Parks, services	307 50		
Disbursements	108 15		
		415 65	
Printing and advertising		17 61	
Supplies		87 27	
			520 53
<i>Prospectors' Classes, Algoma West.</i>			
W. E. Boustead and W. A. Parks, services	307 50		
Disbursements	200 55		
		508 05	
J. Galbraith, services	13 00		
Disbursements	1 21		
		14 21	
Printing and advertising		27 62	
			549 88
Pigeon river slide and dam			7,097 51
Rainy River relief			1,322 63
Colonization pamphlets			1,835 88
Total			18,095 63

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1894.

APPENDIX No. 8.

WOODS AND FORESTS.

Statement of revenue collected during the year ending 31st December, 1894.

	\$ c.	\$ c.
Amount of Western District collections at Department	623,318 80	
“ “ “ Qu-b c.	24,295 42	
		647,614 22
Amount of Belleville collections	86,660 63	
		86,660 63
Amount of Ottawa collection	237,614 10	
“ “ at Quebec.	8,608 45	
		246,222 55
Total		980,497 40

AUBREY WHITE,
Assistant Commissioner.

J. A. G. CROZIER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
WOODS AND FOREST BRANCH,
TORONTO, 31st December, 1894.

APPENDIX

WOODS AND

Statement of timber and amounts accrued from timber dues, ground

Agencies.	QUANTITY AND						
	Area covered by timber licenses.	Saw logs.				Boom and	
		Pine.		Other.		Pine.	
	Square miles.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
Western Timber District.	8,192	5,452,732	428,406,588	75,881	2,751,005	37,744	7,551,224
Belleville Timber District	1,524	348,857	39,965,980	9,953	407,407	6,096	1,446,546
Ottawa Timber District..	7,811	1,771,858	144,709,192	45,857	3,217,099	57,527	8,703,860
Total	17,527	7,573,447	613,081 760	131,691	6,375,511	101 367	17,701,630

GENERAL STATEMENT OF

Agencies.	Cedar lineal feet.	Cordwood.		Tan bark.	Pulp wood.	Railway ties.	Posts.	Shingle bolts.
		Hard cords.	Soft cords.	Cords.	Cords.	Pieces.	Cords.	Cords.
Western Timber District		112	13,543	27	10,641	555,993	2,660	2,553
Belleville Timber Distr't	49,190	100	932	.....	.....	12,745	416	370
ttawa Timber District.	.....	.....	.....	.....	152	624	.....	.....
Total	49,190	212	14,475	27	10,793	569,362	3,076	2,923

J. A. G. CROZIER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1894.

No. 9.

FORESTS.

rent and bonus during the year ending 31st December, 1894.

DESCRIPTION OF TIMBER.

dimension timber.		Square timber.							
Other.		White pine.		Birch, ash and hemlock.		Tamarac.		Maple.	
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
5,624	636,314	12,125	604,048	{ B 17 A 64	497 1,854	} 39		1 29	
223	34,152	179	8,851	{ B 22 A 4	845 130				
9,367	577,299	10,772	560,677	H 437	8,025				
15,214	1,247,765	26,076	1,173,576	B 39 A 68 H 437	1,342 1,984 8,025	39		1 29	

TIMBER, Etc.—Continued.

Telegraph poles.	Hop poles.	Piles and head blocks.		Interest and trespass.	Amounts accrued.			
Pieces.	Pieces.	Pieces.	Feet.		Timber dues.	Bonus.	Ground rent.	Total.
				\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
2,646	74	2,116	279,854	13,336 57	521,686 36	75,291 88	37,762 50	648,077 31
824	.....	.....	.....	1,636 02	47,128 38	.....	6,039 76	54,804 16
.....	.....	.....	.....	2,632 15	166,070 65	.....	20,919 00	189,621 80
3,470	74	2,116	279,854	17,604 74	734,885 39	75,291 88	64,721 26	892,503 27

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 10.

RETURN of the number of locations, and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of the settlement duties, and of patents issued under the "Free Grants and Homesteads Act," during the year 1894.

Townships.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.
Baxter	Muskoka	Wm. Kirk, Bracebridge	3	389	1	9	1	2
Brunel			2	200			2	2
Chaffey			4	500	1	100	1	4
Draper			9	1,149	1	1	6	1
Franklin			4	525			2	2
Macaulay			4	495			2	
Medora			5	795			4	4
Monck			1	231				
Morrison			1	95			1	2
Muskoka			2	233				1
McLean			5	500			5	2
Oakley			7	829			5	3
Ridout			6	786			5	
Ryde			1	100	1	15	1	2
Sinclair			25	3,679			15	5
Sherborne								
Stephenson								
Stisted			5	698	1	2	1	2
Watt			5	501	1	29	1	2
Wood			14	1,895	2	158	8	4
Cardwell	Parry Sound	Theresa MacKay, Parry Sound.	11	1,698			6	2
Carling			8	1,058	2	118	10	3
Christie								
Fergusson			6	857			3	1
Foley							1	1
Hagerman								
Humphrey			6	976			1	
Monteith			1	97			2	2
McConkey			1	200			10	3
McDougall								
McKenzie								
McKellar			2	300				3
Shawanaga							5	1
Wilson			2	294			2	1
			2	333	1	10		

Chapman.....	11	1,227	1	1	8	6
Croft	7	1,164	...	...	6	1
Ferrie	1	200	...	...	...	1
Gund.	8	1,300	1	5	3	3
Lount	4	482	...	...	...	4
Maclach	5	774	...	...	6	3
Mills	2	321	...	...	...	1
Pringle.....	2	...	...	...	...	1
Ryerson.....	2	200	...	...	4	4
Spence	4	529	...	...	4	3
Strong	11	1,475	...	...	14	9
S. G. Best, Maganetawan.....						
Parry Sound.....						
Armour	8	980	...	...	5	4
Bethune	14	2,333	4	17	9	2
Joly	8	1,164	...	...	15	3
McMurrich	4	382	...	...	4	3
Perry	9	1,516	1	20	4	5
Proudfoot	2	368	...	...	13	1
E. Handy, Emsdale						
Chisholm.....	52	8,587	...	...	...	...
Hardy	1	200	...	...	2	...
Hinsworth	43	5,194	2	71	20	8
Laurier	18	2,928	...	...	13	...
Nipissing	13	1,798	...	...	9	7
Patterson .....	...	...	...	...	...	...
J. S. Scarlett, Powassan						
Parry Sound.....						
Anson	3	298	...	...	6	2
Glamorgan .....	...	...	...	...	1	...
Hindon	3	250	...	...	1	1
Lutterworth	4	438	...	...	4	...
Minden	6	600	...	...	3	3
Snowdon	2	201	...	...	...	1
Stanhope .....	...	...	...	...	...	...
Wm. Fielding, Minden						
Haliburton						
Anstruther	3	500	...	...	2	1
Chandos	2	300	1	20	1	3
Cardiff	4	599	1	20	2	3
Haliburton	12	1,718	1	9	8	3
Monmouth	3	372	...	...	...	...
Barleigh	3	500	...	...	...	...
Methuen .....	...	...	...	...	...	...
D. Anderson, Apsley						
Peterboro'	13	1,770	1	26	2	2
do	6	651	...	...	8	5
Haliburton	3	317	...	...	1	2
Hastings	1	100	...	...	...	2
McClure	4	451	...	...	5	1
Wicklow .....	...	...	...	...	...	1
C. R. Stewart, Haliburton.....						
Peterboro' .....	...	...	...	...	...	...
do	2	250	1	6	5	2
Bangor	7	1,033	...	...	6	1
Hastings .....	...	...	...	...	9	4
do .....	...	...	...	...	...	...
do .....	...	...	...	...	...	...
Carlow .....	...	...	...	...	...	...
Cashel .....	...	...	...	...	...	...
Dungannon .....	...	...	...	...	...	...
Faraday .....	...	...	...	...	...	...

APPENDIX No. 10.—*Concluded.*

Townships.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.
Herschel	{ Hastings	J. R. Tait, L'Amable.....	7	1,016	1	60	2	5
Limerick			4	650	.....	.....	5	1
Mayo			5	858	.....	.....	1	1
Monteagle			11	1,253	2	3	5	6
Wollaston			1	104	.....	.....	2	4
Abinger	{ Addington	A. W. Wood, Plevna.....	.....	.....	.....	.....	1	.....
Denbigh .....			.....	.....	.....	.....	1	.....
Canoto, South .....			.....	.....	.....	.....	.....	8
do do .....			.....	.....	.....	.....	.....	2
Clarendon .....			.....	.....	.....	.....	2	7
Miller	{ do	.....	.....	.....	.....	.....	1	1
Palmerston .....			.....	.....	.....	.....	1	2
Algona, North .....			.....	.....	.....	.....	.....	1
do do			1	100	.....	.....	.....	4
Broughton			2	307	1	7	3	4
Grattan	{ Renfrew.	James Reeves, Eganville....	4	452	.....	.....	.....	4
Hagarty			1	100	.....	.....	1	9
Richards .....			.....	.....	.....	.....	.....	5
Wilberforce			2	183	1	100	.....	6
Brudenel			3	300	.....	.....	.....	4
Griffith	{ Renfrew.	John Whelan, Brudenel .....	.....	.....	.....	.....	1	.....
Lyndoch			2	210	.....	.....	.....	2
Matavachan			2	202	.....	.....	.....	5
Radcliffe			4	400	.....	.....	4	.....
Raglan .....			.....	.....	.....	.....	2	6
Sebastopol	{ Renfrew.	James Stewart, Pembroke	2	252	.....	.....	2	3
Sherwood .....			.....	.....	.....	.....	2	5
Alice			5	507	2	200	6	4
Buchanan			3	322	1	100	.....	3
Fraser			1	200	.....	.....	.....	.....
Head	{ Renfrew.	.....	1	101	.....	.....	.....	1
Maria .....			.....	.....	.....	.....	.....	.....
McKay .....			.....	.....	.....	.....	.....	.....
Petawawa			4	523	.....	.....	5	2
Rolph .....			.....	.....	.....	.....	1	1

APPENDIX No. 11.

FISHERY OVERSEERS.

UNDER THE ONTARIO FISHERIES ACT.

Name.	District.	Post Office Address.	Salary.
John H. Willmott.....	Muskoka District	Beaumaris	\$ c. 50 00
Francis James Moore	Peterborough, Victoria and Haliburton.	Lakefield	75 00
Norman Clark.....	Lanark and parts of Frontenac and Addington	Mississippi Station	50 00
John T. Little.....	Part of Algoma District	Iron Bridge	50 00
Samuel E. McKewen	Manitoulin Island.....	Tehkummah	50 00
Robert E. Smith	Renfrew County	Eganville	50 00
William McKirdy	River and Lake Nepigon and tributaries	Nepigon	50 00
Joseph Whalen	Thunder Bay District	Port Arthur .....	.....
John Emmons.....	Rainy River District	Rat Portage	50 00
John A. Johnson	Parts of Parry Sound and Muskoka.	Parry Sound	200 00
Justus B. Smith	Charleston Lake	Charleston .....	.....
Peter McCann	Thames River and waters tributary	London	50 00
S. A. Huntington	Lake Nipissing, etc	North Bay	100 00
Duncan Bole	Algoma District.....	Sault Ste. Marie	100 00
Lester Sly.....	Parts of Frontenac and Leeds	Morton	50 00
George Bilton	do	Newboro'	75 00
A. E. Sliter	Gananoque River and Lakes	Morton	50 00
George E. Siedewand	Stony Lake, South River and tributaries	Sundridge	50 00
Isaac Gardiner	Rondeau Park	Huntsville	50 00
Daniel May	Bethune, Proudfoot and parts of other townships	Haileybury	50 00
John Armstrong	Lake Temiscamingue and tributaries		

A. KIRKWOOD.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December, 1894.

APPENDIX No. 12.

Statement of number of letters received and mailed by Department in 1892, 1893 and 1894.

Years.	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.	Totals.	Names indexed.	Enclosures.	Orders-in-Council.	Returned letters.	Mailed from Department.
1892.....	6,649	1,014	2,558	6,389	1,721	18,331	24,600	34,600	53	16	28,988
1893.....	6,478	839	2,464	5,480	2,084	17,345	24,100	34,000	33	32	28,406
1894.....	7,523	1,030	3,003	6,455	2,215	19,226	24,700	34,600	63	37	23,865

CHARLES S. JONES,
Registrar.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1894.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 13.

Statement of municipal surveys for which instructions were issued during the year 1894.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of survey.	Date when confirmed.
1	J. G. Sing	592	2nd March, 1894	To survey that part of the blind line between the eleventh and twelfth concessions in rear of lots numbers nineteen to thirty inclusive, in the township of St. Vincent, and to plant durable monuments of stone or iron at the rear angles of said lots on said line .....	.....
2	C. A. Jones	593	20th April, 1894	To survey lots numbers twenty-eight, twenty-nine, thirty and thirty-one, in the eighth concession of the township of Enniskillen, and to plant stone or iron monuments at the front and rear angles of said lots .....	.....
3	F. W. Farncomb	594	12th May, 1894	To survey the line between the fourth and fifth concessions of the township of Hullett, in front of lots numbers six to eleven inclusive, and to define the road allowance between said concessions across said lots by planting stone or iron monuments at suitable intervals on each side thereof .....	.....
4	George Ross	595	10th September, 1894 ..	To survey the road allowance between lots numbers six and seven in the third concession of the township of Pelham, and to plant stone or iron monuments in such positions as will show the true eastern limit of said lot number seven and the true western limit of said lot number six, and also on either side of said allowance for road at the front and rear angles of said lots numbers six and seven abutting thereon .....	.....

GEORGE B. KIRKPATRICK,
Director of Surveys.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1894.

APPENDIX No. 14.

Statement of municipal surveys confirmed during the year 1894.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of survey.	Date when confirmed.
1	David Williams.....	571	19th March, 1891.....	To survey the fourth and fifth concession line in the township of Wolfe Island from lot number nine south of base line, southerly to Lake Ontario, and to mark the same by iron or stone monuments	12th February, 1894.
2	Frank Purvis.....	587	14th July, 1893.....	To survey that part of the road allowance between the fourth and fifth concessions of the township of Pittsburg (reckoned from the west boundary) from the Rideau Canal easterly to side road between lots numbers eighteen and nineteen, and to define the said road allowance by permanent iron or stone monuments on each side thereof	29th May, 1894.
3	E. J. Rainboth	590	7th November, 1893....	To survey the road allowance between the first and second concessions Rideau Front across lots numbers thirty-one and thirty-five inclusive, in the township of Nepean, and to define the road allowance across said lots by permanent stone or iron monuments	3rd October, 1894.
4	John H. Moore.....	580	4th August, 1892	To survey the boundary line between the townships of Kamsay and Packenham across the ninth concession, and to plant permanent stone or other durable monuments at the east and west ends of said concession in said township, and such other portions of said boundary as may be necessary.	17th October, 1894.

GEORGE B. KIRKPATRICK,
Director of Surveys.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1894.

Statement of Crown Lands surveys completed and closed during the year 1894.

No.	Date of Instructions.	Name of Surveyor.	Description of survey.	Amount paid.	No. of acres.
1	27th June, 1893	David Beatty	Township of Rathbun	\$ 90 13	22,001
2	3rd August, 1893	Francis Bolger	" Henry	148 43	23,549
3	22nd September, 1893	J. W. Fitzgerald	Residue of the Township of Wylie	176 33	10,019
4	6th October, 1893	T. R. Deacon	Township of Jaffray	11 15	.....
5	1st November, 1893	James Dickson	Inspection of Surveys, 1893	676 08	.....
6	21st February, 1894	T. B. Speight	Marsh Lands at Long Point, Lake Erie	127 10	.....
7	7th March, 1894	Elihu Stewart	South limit of Timber Berth 49 and north limits of Timber Berths 41 and 49	893 34	.....
8	15th May, 1894	W. E. McMullen	Re-positing part of Town Plot of Alberta	195 96	.....
9	31st May, 1894	H. B. Proudfoot	Township of Watten	2,920 65	58,545
10	1st June, 1894	T. R. Deacon	" Halkirk	1,429 55	19,190
11	14th July, 1894	H. B. Proudfoot	" Farrington	1,179 64	16,852
12	18th July, 1894	W. R. Burke	" McCallum	1,979 81	28,283
13	18th July, 1894	Francis Bolger	" James	1,629 25	23,275
14	18th July, 1894	W. M. Davis	" McWilliams	1,641 78	23,454
15	18th July, 1894	J. M. Tiernan	" Hamner	1,700 09	24,287
16	20th July, 1894	T. B. Speight	" Ledger	2,203 18	31,474
17	18th July, 1894	Alexander Baird	" McKinnon	1,717 66	34,538
18	18th July, 1894	Alexander Niven	Meridian and base lines, Rainy River District.	4,160 00	.....
19	18th July, 1894	J. P. B. Casgrain	Township of Kelly	1,874 88	26,784
20	20th July, 1894	Coad & Robertson	" Wisner	1,612 66	23,038
21	21st July, 1894	J. W. Fitzgerald	" Dickens	3,115 63	44,599
22	21st July, 1894	Elihu Stewart	Parts of outlines of Townships, Thunder Bay District	2,600 10	.....
23	8th September, 1894	A. H. Macdougall	Residue of Dorion	467 14	.....
24	11th September, 1894	James Dickson	Inspection of Surveys, 1894	1,622 16	.....
25	12th September, 1894	Joseph Cozens	Residue of the Township of Lyon	1,676 50	23,950
26	29th September, 1894	Sherman Malcolm	Lots in Rondeau Provincial Park	290 00	.....
27	.....	James Dickson	Expenses re Algonquin Park	567 76	.....
28	.....	W. S. Davidson	Moving post in Township of Sombra	4 50	.....
29	.....	G. B. Kirkpatrick	Expenses investigating claims, Rat Portage, Lake of Woods and Rainy Lake; also Survey at Queenston.	194 00	.....
30	.....	J. F. Whitson	Drawing maps	1,150 00	.....
31	.....	.....	Wm. Bowman, cost of survey of Island in Spring Lake.	17 85	.....
32	.....	.....	H. E. Baine, tracing of Rainy Lake	3 50	.....
33	.....	.....	A. Robillard, copying field notes and documents	456 00	.....
34	.....	.....	Calvin M. Smith, maps	180 50	.....
35	.....	.....	The Copp, Clark Co., maps	140 00	.....
.....	.....	.....	K. Sadlier, copying evidence re Burlington Beach	30 45	.....
				\$38,783 76	433,748

GEORGE B. KIRKPATRICK,

Director of Surveys.

DEPARTMENT OF CROWN LANDS, TORONTO, 31st December, 1894.

AUBREY WHITE,

Assistant Commissioner.

APPENDIX NO. 16.

Statement of lands which have been patented in unsurveyed territory in the Districts of Nipissing, Algoma and Thunder Bay during the year 1894.

No.	No. of description.	Patentees.	Designation of land.	Acres.	Amount.	Da'te of patents.
1	3026M.	R. T. Inglis	AL 86, part of Greno Island, east of Black Bay, Lake Superior	57	\$ 114	4th September, 1894.
2	3027M.	Isaac Parsons	Granite Location No. 3, Pointe Brule, Lake Superior	21	42	25th September, 1894.
3	3028M.	R. A. Hazlewood	AL 86, Otter Bay, Lake Superior	31	61	3rd October, 1894.
4	47757C.L.S.	Gustavus Hamilton	La Pointe Islands, near Spanish River	10	50	19th October, 1894.
5	47765C.L.S.	E. M. Fowler, A. Hill, E. C. Whitney	North halves of lots 5, 6, 7 in concession IV; lots 5, 6, 7, 8 and 9, and part of lot 10, west of Poverty Creek, in concession V; lots 5, 6, 7, 8 and 9 and part of 10, west of Madawaska River in concession VI, all in the Township of Airey	1,056	528	1st November, 1894.
6	47809C.L.S.	Ontario and Sault Ste. Marie Light and Power Co.	Land, and land covered by water at foot of Rapids, St. Mary's River	27	135	14th December, 1894.
7	47811C.L.S.	Corporation of the Town of Sault Ste. Marie	Land, and land covered by water between Portage Street and St. Mary's Island, from West Street to lands granted to Hudson Bay Co	38	32,700	13th December, 1894.
8	3029M.	H. J. Boardman, F. L. Whitcomb, C. W. Whitcomb	AL 1, AL 2, AL 3, AL 4, AL 5, AL 6, AL 7, AL 8, east of Black Sturgeon River and Lake	800	1,600	21st December, 1894.
				2,040	35,290	

GEO. B. KIRKPATRICK,
Director of Surveys.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1894.

APPENDIX No. 17.

Statement of lands which have been patented in unsurveyed territory in the District of Rainy River during the year 1894.

No.	No. of description.	Patentees.	Designation of land.	Acres.	Amount.	Date of patent.
1	329	William McRobert	4s at Keewatin	12	\$ 10 00	5th January, 1894.
2	330	M. S. McMicken	79p on an island at Point Aylmer, Lake of the Woods	37.12	111 00	" " 5th
3	331	Joseph Disleet	Lot 2 at Norman	.11	5 50	" " 17th
4	332	Octave Fortin	Part of s. e. corner of island 299r, s. of Treaty island	8.7	43 00	" " 19th
5	333	Harry Wright	Islands D77, D78, s. e. of Treaty island	.58	10 00	2nd February, 1894.
6	334	S. G. Cobb	54v at Ignace Station, C. P. Ry.	239	239 00	" " 2nd
7	335	M. S. McMicken	8E, 10n Pipestone peninsula, Lake of the Woods	23	69 00	" " 10th
8	336	A. C. McMicken	K178, Pipestone point,	18	54 00	" " 16th
9	337	Robert Nairn	Island D82, w. of Bare point,	4	20 00	1st March, 1894.
10	338	C. A. Moore	Islands 575 r, 576p, s. of Sand point, Lake of the Woods	3 91	40 00	" " 1st
11	339	William Nickson	176e, 177e Shoal lake, Seine river.	78	195 00	" " 7th
12	340	Oliver Daunais	295r, s. of Treaty island, Lake of the Woods	67	201 00	" " 6th
13	341	F. E. Searle, J. P. Johnson, W. B. Patton, J. G. Howard	194k, 195k on Sand Point island, Rainy Lake	130	325 00	" " 31st
14	342	Thos. Weigand, John Green	AL. 74, AL. 75, AL. 76, Shoal lake, Seine river	192	480 00	2nd April, 1894.
15	343	W. Campbell, J. P. Johnson, W. B. Patton	590r, on Angling island, 591p on Red Pine island, Rainy lake	95	237 00	" " 3rd
16	344	Elias Arnold	Island D83, Lake of the Woods	3	15 00	" " 6th
17	345	John W. B. Page	" D84,	9	5 00	" " 6th
18	346	Wm. Robertson	Islands D91, D91A, D91B.	7.8	40 00	" " 6th
19	347	James D. Barr	North pt 122p in the township of Jaffray	72	72 00	" " 10th
20	348	Keewatin Power Company	Land and land covered by water, municipality of Rat Portage.	386.5	1,739 25	" " 13th
21	349	Joseph S. Morgan	1E on Round lake, N. E. of Rossland station	39	117 00	" " 27th
22	350	Henry Langford	D90 on s. w. end Treaty island, Lake of the Woods	162	162 00	18th May, 1894.
23	351	Louis Hilliard	Lots 7 and 8 in concession II, township of Jaffray	160	160 00	" " 18th
24	352	The Athletic Building Co., of Rat Portage	Water lot A opposite pt of lot 27, Main street, town of Rat Portage.	6	50 00	" " 23rd
25	353	P. A. Smith	Lot No. 6 in 2nd concession, township of Jaffray	80	80 00	4th June, 1894.
26	354	A. H. Edmison	Lots Nos. 1 and 2 in concession V, township of Jaffray	73	79 00	" " 4th
27	355	John Gardner	Lot No. 3 in concession III, township of Jaffray	10	10 00	" " 4th
28	356	C. J. O'Connell, C. G. Verran, J. Nash	Lots Nos. 3 and 4 in Con. I, part of lots 3 and 4 in II, Jaffray	242	242 00	6th September, 1894.
29	357	Alexander Matheson	164r, 172p on Falcon island, Lake of the Woods	23	66 00	17th July, 1894
30	358	S. S. Scovil, Geo. Drewry	South part of lot 6, concession VI, township of Jaffray	66	68 00	" " 11th
31	359	C. P. Wilson	Block WMcC on Coney island, Lake of the Woods	15	52 00	" " 11th
32	360	The Hamilton Powder Company	S. part of lot 4 in concession VI, township of Jaffray	128	128 00	" " 13th
33	361	Hugh W. Kennedy	524p on Pewabic island, Yellow Girl bay, Lake of the Woods	13	26 00	" " 17th
34	362	E. A. Sharpe	N. part of lot 3, N4 lots 4 and 5, concession II, Jaffray	96	96 00	3rd August, 1884.
35	363	Jabez Williams	WM2 north of 53M post, Nivens's base line and south of Seine river	79	158 00	4th September, 1894.
36	364	A. H. Edmison	Lot 6, concession I, township of Jaffray	79	80 00	" " 12th
37	365	T. A. Gorham	294p on Treaty island, Lake of the Woods	46	115 00	" " 12th
38	366	Frank Gardner	" Gardner location," at Keewatin	19	38 00	" " 14th

39	R. D. Richardson	Islands D79, D80, D81, 94r, Lake of the Woods	28.3	145 00	24th	"
40	John W. B. Page	Island D100, Lake of the Woods	10	50 00	24th	"
41	John A. McCrossan	Islands D101, D102, south of Treaty island	2	10 00	26th	"
42	M. Seegmiller, F. W. Canniff	Island D99, Lake of the Woods	10	50 00	26th	"
43	A. McQuarrie, W. Morrisette, J. F. McRae	" 214s, near Treaty island, Lake of the Woods	50	50 00	26th	"
44	Eva R. Edmison	" D106, Lake of the Woods	1	5 00	26th	"
45	Peter Brannan	N part lot 4, concession VI, S½ lot 3, concession VII, Jaffray	318.5	318 00	11th October, 1894.	"
46	August Lundberg	D107, on an island Point Aylmer, Lake of the Woods	67	67 00	20th	"
47	John Palmer	D106, on island Point Aylmer, D111 west of Point Aylmer	116	116 00	20th	"
48	Thos. E. Johnston	374r north shore Darlington Bay	10	10 00	22nd	"
49	S. S. Scovill, H. D. Gorham	208p on Hollow lake, east of Pipestone point	258	516 00	19th	"
50	A. McQuarrie, Hy DeQ. Sewell	211s, 212s islands west of Consey island	5	25 00	22nd	"
51	W. H. Whiteside	K220 on Shoal lake, Seine river	51	102 00	1st November, 1894.	"
52	P. Wells, J. F. Reilly	224s.s.w. of Wileys' Point, 225s, w. of Middle Isld, 226s Yellow (girl bay	24	64 00	2nd	"
53	John Wallen	D108 part of island at Point Aylmer	40	40 00	5th	"
54	George R. Turk	Island D103, northwesterly of Point Aylmer, Lake of the Woods	13	65 00	5th	"
55	Alex. McQuarrie	" 207s, west of Treaty island, Lake of the Woods	2	10 00	5th	"
56	E. B. Cory, A. W. Campbell, J. Hildreth, W. E. Seelye	667p, south of n. e. end of Bad Vermilion lake	40	80 00	5th	"
57	M. Exsirom	D103, on Thompson island, Point Aylmer, Lake of the Woods	88	88 00	9th	"
58	S. O. Englund	D110, "	31	31 00	9th	"
59	T. J. Sheridan, C. L. Sheridan, L. H. Austin	WM7, on north shore of Bad Vermilion lake	82	164 00	20th	"
60	P. A. Smith, L. H. Austin, T. J. Sheridan, C. L. Sheridan	674r north of Seine river and east of Shoal lake	40	80 00	23rd	"
61	C. Fortier, W. Blunt, T. J. Sheridan, L. H. Austin, C. L. Sheridan	K269 north of Shoal lake and east of Bad Vermilion lake	41	82 00	23rd	"
62	P. Wells, James F. Reilly	228s southeasterly of Wiley Point, Lake of the Woods	49	98 00	24th	"
63	W. Blunt, C. Fortier, T. J. Sheridan, L. H. Austin, C. L. Sheridan	K248, north of Shoal lake and E. of Bad Vermilion lake	40	80 00	24th	"
64	F. B. McManus, L. H. Austin, T. J. Sheridan, C. L. Sheridan	WM3, Seine river, and N. of 56r on Niven's base line	50	100 00	24th	"
65	W. Blunt, C. Fortier, T. J. Sheridan, L. H. Austin, C. L. Sheridan	K252, north of Shoal lake and east of Bad Vermilion lake	40	80 00	24th	"
66	John Johnson	D117, west of Lake Lulu and on n. side of Osterson station	17	17 00	21st	"
67	Walter Douglas	D113, south of Rossland station	40	100 00	27th	"
68	George P. Rider	K230, N. of 56r post on Niven's base line and north of Seine river	40	80 00	27th	"
69	C. R. Hudson	K238, "	40	80 00	27th	"
70	M. Seegmiller, F. W. Canniff	Island D99, Lake of the Woods			14th December,	"
71	Gust Sundberg	D107, on an island at Point Aylmer			28th	"
72	W. P. Argue	Island 218s, Lake of the Woods	3	15 00	18th	"
73	W. P. Argue	Islands 216s, 217s, south of Treaty island	2	10 00	18th	"
74	C. Morin	Lots 4, 5, 6, 7, 8 in concession III, township of Jaffray	267	267 00	17th	"
75	W. Pirritie Argue	Island 219s between Bare point and Thompson's island	3	15 00	18th	"
76	J. E. Johnson	D115 on Eagle lake, east of Vermilion lake station	59	59 00	16th	"
			4,687 02	\$8,796 75		

GEO. B. KIRKPATRICK, Director of Surveys.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1894.

AUBREY WHITE,

Assistant Commissioner.

APPENDIX No. 18.

Statement of mining lands leased under the provisions of the Mines Act 1892, in the unsurveyed territory of the Districts of Rainy River and Nipissing, during the year 1894. First year's rental being \$1 per acre.

No.	No. of lease.	Names of lessees.	Description of land.	Area.	Date of lease.
1	272	J. S. Whiting, T. F. Kendall	474r, north side of Andrew bay, Lake of the Woods	38	6th January, 1894.
2	273	Thomas Shortiss	184E, southeasterly from Rossland Station	39	8th "
3	274	A. Benson, H. Lea, Oscar Lundberg	447P, south of Rossland Station	113	8th "
4	275	Ferdinand Perras	WD50, on Boucher lake, township of Rathbun	10	8th "
5	276	R. Rochon, A. Jenuier	253P, Spruce lake, west of Portage bay, Lake of the Woods	54	11th "
6	277	W. B. Thibaudeau	1st. K186, southwest of Sandy point, on Ind. Res. 31A Lake of the Woods	29	19th "
7	278	R. McConnell, N. Palanquin, O. A. Ray	WD44, on west side Lake Matagamas-ing, township of Rathbun	15	29th "
8	279	Tache Gold Mining Co., of Chatham	183E, near 143 mile post from Winnipeg on C. P. R.	32	30th "
9	280	J. Beaudro, J. Gagnier, J. Cantin	A10, Clear Water bay, Lake of the Woods	128	2nd February, "
10	282	J. Thompson, D. Smith, W. B. Thibaudeau	589P, west of Yellow Girl point, Lake of the Woods	252	16th "
11	283	Oliver Daunais	AL29, AL30, AL31, AL32, AL33, north of Seine bay, AL34, AL35, south of Seine bay	1,063	28th "
12	284	C. A. Moore	581P, Sand Point island, Rainy lake	55	28th "
13	243	William Madden	K115, south of and adjoining C. P. Railway, Keewatin	28	19th "
14	289	B. Brownlee, F. Wagner, T. Price, J. Price, E. Donnelly and C. A. House.	332P, 333P, southeast from Rossland Station	109	20th April, "
15	291	M. Brown, M. M. Holmes	5E, 6E, 7E, near Rossland Station	84	18th July, "
16	292	G. F. Marks, E. F. Kendall, J. S. Whiting	23K, on Clear Water bay, Lake of the Woods	88	18th "
17	293	Daniel Mosher	1st. 623P, between Pine and Bartley points, Rainy lake	28	18th "
18	294	G. T. Marks, T. Hanson, E. F. Kendall, S. Whiting	552P, on Clear Water bay, Lake of the Woods	17½	18th "
19	297	C. A. Moore	577E, 578P, 579P, 580P, on Nickel lake, township of Watten	225	18th "
20	298	J. F. Howard	344P, 345P, east of Witch bay, Lake of the Woods	223	18th "
21	299	H. L. Eschweiler, S. C. Stanley, S. C. Stanley, as administrator of the estate of C. R. Stanley, J. H. White, C. E. Eddy	{ E part 555P, west of Hilly lake and north of Ind. Res. 38B Lake of the Woods	130½	"
22	300	H. L. Eschweiler, S. C. Stanley, S. C. Stanley, as administrator of the estate of C. R. Stanley, J. H. White, C. E. Eddy	{ 554P, east side Hilly lake, north of Pine Portage bay, Lake of the Woods.	276	18th "
23	301	H. L. Eschweiler, Walter K. Means	West pt 555P, west of Hilly lake, north of Ind. Res. 38B Lake of the Woods.	150½	19th "
24	302	C. P. Frank, G. W. Horton	592P east part of Angling island, Rainy lake	100	18th "
25	303	Alex. Matheson	163P, on south end of Falcon Island, Lake of the Woods	99	18th "

26	304	A. Lunn, F. C. Cornish, J. Williams, H. McCallum, and Indian Wapanaquay.	K191, north of 69th mile on Niven's South Base line, Dist. of Rainy River	80	18th	"
		Pence	640r, north of and adj. X 90, 208r east of Pipestone pt., Lake of the Woods	37	19th	"
27	306	S. S. Scovil	1994, D95, on Clear Water bay, 532r Bigstone bay	112	31st	"
28	309	Geo. T. Marks, J. S. Whiting, E. F. Kendall	185e, southeast of Rossland Station	78	31st	"
29	310	Thomas Shortiss	WM8, on River Seine, north of 56½ mile on Niven's S. Base line	29	3rd September,	"
30	311	P. A. Smith, F. B. McManus	Lot 15, concession 5, township of Jaffray	55	13th	"
31	313	A. Goulet, Albert Goulet, G. A. Kobold	K216, on west end of Goose island, Rainy lake	15	13th	"
32	314	E. V. Butler	K221, Shoal lake, Seine river	72	24th	"
33	317	James McKenzie	277 x Seine river, near Island Falls	34	24th	"
34	318	W. Brady, J. E. Marks	Island 220e, Lake of the Woods east of island 460r	25	25th	"
35	319	Kittie McL. Nicholson	K231, north of Shoal lake, Seine river	40	3rd October,	"
36	321	W. A. Allan	A11, Clear Water bay, Lake of the Woods	74	8th	"
37	322	J. Beaudro, J. Gargier, A. Lawrence	J07, north of Seine River and north of 66 mile post Niven's Base line	80	8th	"
38	323	A. O. Butler, J. Williams, J. H. Ogilvie	221e, on Falcon island, Lake of the Woods	40	11th	"
39	324	A. F. Falls	664r, 665r, Swell bay, Rainy lake	126	11th	"
40	325	John Quirk, W. Quirk, W. H. Triggs				
41	327	J. S. Campbell, trustee for L. J. Boyle, assignee of M. McManus; Jos. Handlan, assignee of M. McManus; John S. Campbell, W. Fawcett, P. Lavin				
		A. Benson, H. Norman	AD1, AD2, AD3, AD4, AD5, at or near Bad Vermilion lake	443½	19th	"
42	328	G. W. Davis, D. P. Redding	D98, south of Rossland Station, C. P. Railway	39	31st	"
43	329	C. Sargent, F. Sargent, J. Thompson,	HP29, south of Bad Vermilion lake	47	2nd November,	"
44	330	C. B. Morrison	666r, north shore Bad Vermilion lake	64	21st	"
45	331	A. T. Wiley	275x, on Lake Harold and adjoining Niven's 3rd meridian	40	27th	"
46	332	S. W. Ray	K198, on Bad Vermilion lake	212	17th Decemb'r,	"
47	333	F. Prondfoot	Isld. 227½, Lake of the Woods	29	18th	"
48	334	Chas. W. Aust	J017, east end of island in Seine bay, Rainy lake	48½	26th	"
49	335	H. E. Stanberry, R. B. Perry, D. C. Taylor	J023, on island in Seine bay, Rainy lake	40	26th	"
		W. E. Seelye, M. J. Morgan, J. C. Gilman	K273, north of Wild Potato lake, Seine river	40	26th	"
50	336	Geo. H. Hillyer	K215 north of Wild Potato lake and north of 69 mile on Niven's Base line.	40	27th	"
51	337			5,321½		

GEORGE B. KIRKPATRICK,

Director of Surveys.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1894.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 19.

STATEMENT of Patents etc., issued by the Patents Branch during the year 1894

	Number.
Crown Lands	359
School "	54
Mining "	11
Public " (late clergy reserves)	28
Free Grant Lands, (A. A.)	37
" " (under Act of 1880)	258
Rainy River " (mining, etc.)	76
Mining leases	66
License of occupation	4
Total	893

JNO. M. GRANT,
Chief Clerk.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December 1894.

(Appendix No. 20.)

RESIDUE OF THE TOWNSHIP OF WYLIE.

COUNTY OF RENFREW.

PETERBOROUGH, ONTARIO,
January 15th, 1894.

SIR,—I have the honor to submit the following report with the plan and field notes of the survey of the northwest part of the township of Wylie, in the county of Renfrew, performed agreeably to your instructions dated the 22nd day of September, 1893.

On arriving in the township, I found this part of it like a large area of the surrounding country, to have been badly burnt over since the first portion of the township was surveyed in 1864.

The country, for the most part, is now so thickly overgrown with young poplar, white birch, balsam and hardwood saplings, as to make way through it very slow and difficult, and the work of cutting out lines exceedingly tedious.

Owing to this condition of the ground, and to the consequent (almost) complete obliteration of the original survey, it was rendered necessary to go a considerable distance

outside the limit of the territory shown on the sketch furnished by the Department, in order to get the proper data, upon which to base and carry out the new survey, and to connect it with the survey of the first part.

In the performance and fulfilment of this indispensable preparatory work, much delay, loss of time and labor were necessarily incurred.

Under these circumstances, I deemed it advisable when chaining over the old lines, cleared out, to blaze them, and plant posts, having due regard to the original posts found in the field, for which careful and thorough search was on every occasion made.

The original posts found are few and hardly discernible in the markings on them. They are described and the positions shown in the field notes.

All the lines surveyed have been well cut out, blazed and carefully chained and posted, with the best available kinds of wood, and full particulars of the bearing trees taken and noted in the field book.

The field notes also show the connections with the townships of Stratton and Bronson, on the west boundary and with Rolph on the north boundary.

On this line no trace of the original posts was found west of the Chalk river, the country over the distance being rocky and burnt, but at intervals, old line blazes were found, which I properly connected and reblazed. This boundary line I chained and posted at the intersections of the side lines in the township of Wylie only.

No traces of the old lines in Rolph were found although a very close and extended search was made for them.

The country surveyed is rolling, and in places broken by rock ridges, with sandy plains, marshes, beaver meadows and small lakes between.

Towards the southwest of the newly surveyed part, the land is very broken and almost denuded of its primitive forest, excepting along Cartier creek, where there are a few scattered bunches of small green pines under the average size of marketable timber. For the rest, the woods are of the usual kind, mostly charred and burnt, where not wholly destroyed by fire and storm, and the land frequently covered over wide tracts with a dense growth of mixed underbrush.

The usual kinds of fish, game etc., common to this section of Ontario, are fairly abundant.

About twenty to twenty-five per cent. of the land area in detached and varying portions however, I consider suitable for the growth of root crops, oats, hay and pasturage.

Trusting this report with the accompanying plan and field notes of survey, will be found satisfactory to the Department

I have the honor to be Sir,

Your obedient servant,

(Sgd.) J. W. FITZGERALD,

Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 21.)

TOWNSHIP OF DICKENS.

DISTRICT OF NIPISSING.

PETERBOROUGH, ONTARIO,
December 5th, 1894.

SIR,—I have the honor to report on the survey of the township of Dickens, Nipissing district, made during the past summer under your instructions dated July 21st, 1894.

I beg also to submit the plan and field notes, which I trust will be found satisfactory. Dickens lies immediately west of Burns and south of part of Clancey township.

The Opeongo branch of the Madawaska river enters the township at its northwest angle in lot 31, concession XIV., and flows in a generally straight course southerly to lot 18, concession VI., a distance along its bed of nearly eight miles; thence in a somewhat winding course southwesterly, passing out of the township at the west boundary, lot 31, concession I., at a further distance of about five miles, on its bed.

The river is nearly of uniform width in its course throughout the township, being about one and a half chains, its depth varying from one to eight or nine feet at the time of survey, the general average being about two feet.

The banks are chiefly stone or rock, in places sloping, at other places more or less abrupt, the land on both sides rising to a considerable height. The current is strong, and rapids are of frequent occurrence, thus affording a large measure of water power.

The Little Opeongo river enters the township on lot 15, concession XIV., flows southerly about half a mile into Little Opeongo lake, out of which it flows in lot 14, concession VII., where is built a dam for holding back reserve water for use in times of drouth, to join the Madawaska branch on lot 18, concession VI., previously referred to.

Little Opeongo, rather a misnomer it would seem, occupies a large part of the north-east quarter of the township.

It is a picturesque sheet of water made up of deep arms and bays with bold shores and sandy bays variously alternating in its circuit, and has an area of about 5,000 acres. There are a few small islands, but only one of any extent, that has upon it living timber and soil. The island is partly in the position of lots 6 and 7, in concession VIII. and IX. The concession line is run across it.

There are but two other lakes that call for any special notice, one near the intersection of concession line VIII. and IX., side line 25 and 26, containing 120 acres, the other at the intersection of concession line XII. and XIII. and side line 20 and 21, containing 170 acres. The few remaining lakes are relatively small, partaking, however, of the same general features as to shore lines, surroundings, etc., etc. All the lakes and streams are of good, clear water, and are supplied with the usual kinds of fish indigenous to the district. A few deer and other kinds of game have been seen, but it is believed that, on account of the incessant noise caused by the rock-blasting on the railway under construction, most of the game have been temporarily frightened out of the neighborhood. The country around the north and east shores of the Little Opeongo, is of a rolling character covered with mixed green woods of average growth, red and white pine, hemlock, spruce and cedar, interspersed with hardwood tracts of maple, birch, beech and ash, sparingly. Upon the ridges the hardwoods mostly prevail, while in the valleys and slopes, occasionally, the softer kinds, cedar, spruce, balsam, etc., predominate.

In this part of the township there is not a large area of good farming land, though several fairly arable tracts occur suitable for cultivation and capable of producing the usual kinds of crops grown in the more settled parts. South of the lake the land has been burnt over very considerably, and with the exception of some swamp land there is not a large area suitable for agricultural purposes. In 1891 the country around here was overrun by a great fire which practically destroyed all the marketable timber upon it, leaving little behind save clusters of charred trees and entangled masses of fallen ones. It is now covered, many stretches of it, with a dense growth, almost impenetrable in places, of small poplar, birch, cherry, willows, etc.

In the northwest quarter of the township there are some fair isolated tracts of soil, and down along the west side, nearly to concession VI., there are patches of average land in the swamps and valleys between the higher levels.

The prevailing soil on the slopes and uplands is a mixture of sand and clay-loam of varying depth and fertility, resting on beds of stiff reddish clay, gravel, stone and rock. (gneiss.) In the valleys the soil is mostly alluvial, and by drainage, for which there are ample facilities, might be converted into first-class hay and grass land. In the township, owing largely to its inaccessibility, there is so far but one settler, of many years' standing, his place being used as one of accommodation for the lumber camps and parties passing to and fro, but it is expected that on completion of the railway quite a number of the workmen employed upon it will take up lots, now that the land is surveyed. In the township of Murchison, immediately west of Dickens, or in its neighborhood, an American lumber

company have erected, I understand, a steam saw mill and only await the completion of the rail laying to bring in their machinery. The railway—Ottawa, Arnprior and Parry Sound—enters the township in lot 8, concession I., and runs northwesterly, about five miles, along a natural depression to the junction of the streams already mentioned on lot 18, concession I. This junction is known as The Forks, and has already become a point of prominence in connection with the railway and the “meeting of the waters.”

From this point the railway turns to the left, nearly at right angles, and follows southerly the valley of the Madawaska branch to its exit from the township, in lot 31, concession II., a further distance of five miles within the township. During the summer a large force of men was employed on construction in the vicinity, and the work done seems to be of a substantial and permanent character. When open for traffic the effect of this important inland railway must be to promote very greatly the development of the forest, mineral and agricultural resources of the extensive territory traversed by it, to hasten settlement, and to create along its course a demand for labor and a market, and the means of getting to market, for all the crops and products of every kind that can be raised and manufactured in the country.

The line of railway in the township is shown on plan. Needless to say the country has for many years been lumbered over for pine timber, but there still remains an enormous quantity of red and white pine of good quality, beside the almost untouched kinds of timber, such as hemlock, black birch, maple, ash, etc., that are rapidly coming into commercial use.

The old Opeongo colonization road, still in a state of comparatively good repair, passes through the township northwesterly from lot 18, concession I., to lot 31, concession VII. There is a good wagon road leading from a point on the Opeongo road four miles south of Dickens, to the south bay of Little Opeongo lake, where an old lumber depot and a clearing of about eight acres exists, made by McLachlin Bros.

During the progress of the survey successive astronomical observations were taken, all of which checked very satisfactorily to a common magnetic variation.

I have the honor to be, sir,

Your obedient servant,

(Sgd.) J. W. FITZGERALD,
Ontario Land Surveyor.

The Hon. A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 22.)

TOWNSHIP OF HANMER.

DISTRICT OF NIPISSING.

TILBURY CENTRE,
December 11th, 1894.

SIR,—I have the honor to submit the following report of the survey of the township of Hanmer in the district of Nipissing, surveyed by me under instructions from your Department bearing date the 18th July, 1894.

I proceeded by teams from Sudbury, with men and supplies, north along the wagon road to Whitson lake in the township of Blezard, and having previously made arrangements with lumbermen to take me across the lake, I did not have much delay in reaching my township, as I procured a team on the north side of the lake to take my supplies north as far as the south boundary.

I commenced the survey by retracing the north boundary of the township of Blezard surveyed by O. L. S. Bolger in 1885, which boundary is the front of my first concession, planting lot posts thereon at regular intervals, and then proceeded to retrace the west boundary of the township of Capreol, surveyed by O. L. S. Laird in 1893, which is the east boundary of the township of Hanmer, and then proceeded to run the other concession lines and side lines, as directed in the instructions.

The township is very level throughout, except the portion north of the Vermilion river in the sixth concession, which has a ridge that extends all the way across the township; and the soil is principally sandy and clay loam of very fair quality. At least eighty per cent. of the township would make very good agricultural lands.

The Vermilion river runs all the way across the township in a westerly direction, being principally located in the fifth concession. The water in the river was very low during the time of the survey, not being over two feet deep on an average, and in many places it was not over six inches deep. The average width will not be over sixty feet; the bottom is gravelly, and the water very clear.

Three small lakes on the north boundary, and the expansion of the Vermilion river on the east boundary, are the only lakes in the township worth mentioning, and they abound in beautiful fish, black bass, pike and pickerel being the principal varieties.

We suffered greatly for the want of water during the survey, as there were no creeks worth speaking of, and the swamps were all dry, consequently we were obliged to carry water with us along the line.

The township is well timbered, having white and red pine of a fair size and good quality on lots 1 and 2 in the 1st and 2nd concessions, lots 1, 2, 3 and 4 in the 3rd concession, and lots 1, 2, 3, 4, 5, 6, 7, 8 and 9 in the 4th and 5th concessions south of the Vermilion river, and there is abundance of tamarac from eight to sixteen inches in diameter on lots 3 to 8 in the 1st, 2nd and 3rd concessions.

The portion north of the Vermilion river is being lumbered over at present by Messrs. Hale and Booth, and has some excellent pine still standing on it. They have a wagon road for transport of their supplies from Whitson lake across the townships of Blezard and Hanmer, to their lumber camps. The company was very obliging to me in moving my camps and supplies for me anywhere along their wagon road.

There was scarcely any rock met with in the township, except a little in the brule on the west side of the township, and they were of no economic value, being principally gneissoid rocks.

The variation of the compass needle was $6^{\circ} 30'$ west, and was very regular throughout the survey of the township.

There are a few settlers on lots 8, 9 and 10 in the 1st and 2nd concessions who have made very large improvements for the time they have been settled on them, as some lots have not been taken up until last spring. They will be able to grow some very fine crops as soon as they can get their lands drained properly. At present the land is very level and low in places, without any natural drainage.

Accompanying this report I beg to submit plans, field notes and accounts.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) JOSEPH M. TIERNAN,

Ontario Land Surveyor.

The Hon. A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 23.)

TOWNSHIP OF HENRY.

DISTRICT OF NIPISSING.

PENNETANGUISHENE, ONTARIO,

November 8th, 1893.

SIR,—I have the honor, in accordance with your instructions dated August 3rd, 1893, to submit the following report of the survey of the township of Henry, in the district of Nipissing, and to forward herewith plans and field notes of the same.

I took my men and supplies, *via* the Canadian Pacific Railway, to Warren station situate in the township of Dunnet, thence by team to my township.

The north, east and south boundaries having been previously surveyed, I retraced, reblazed, and in some instances rechaind them, planting the necessary posts along my south boundary for the front of the 1st concession.

Lumbermen have cut out a pine road about eight feet wide along the south boundary throughout its entire length. In some places it does not follow the true line, deviating very considerably from it. This was so observable on the first mile west from the south-east angle, that I found it necessary to rerun that portion of the south boundary.

On arriving at my west boundary, I found it was run and posted by O. L. S. Speight as far as the line between the 5th and 6th concessions. I connected this point with O. L. S. Niven's post, planted by him in 1881, and which is identical with my northwest angle.

From an observation of Polaris on the evening of Tuesday, the 22nd August, I established a meridian at the southwest angle of lot 2, in the 1st concession. From here I proceeded with the survey, running such lines, and planting such posts as directed in the instructions.

The country is generally undulating, and in some parts hilly, particularly in the northerly part of the township, where hills are met with 160 feet in height.

By inspection of the timber map it will be seen that about 12 square miles, or one-third of the township has been devastated by fire, the burnt portion is now covered by a dense growth of poplar and birch. In the unburnt part is found exceptionally good pine, both as to quality and quantity. Spruce and tamarac swamps were found throughout and of considerable area. A few scattered maple were found in the easterly division of the township, but not of any marketable value. I estimate that about 65 per cent. of the land is fit for settlement, the remaining 35 per cent. being rough and rocky.

The rock exposures were principally gneiss. No economic minerals were met with.

There is but one small lake, about sixty acres in area, on lots 3 and 4 in the 1st concession.

There is a small beaver pond on the north boundary on lot 11, 6th concession. There are only two creeks of any importance in the township, Deer creek and a branch of the Veuve river, their average width and depth being twenty-five links and one foot respectively.

According to instructions, I planted iron posts three feet long, and driven two feet into the ground at the southwest and northwest angles, with the names of the proper townships abutting thereon cut on them.

The magnetic variation was $6^{\circ} 50'$ west. Local disturbance of the needle was observable at the following places: On the line between lots 10 and 11, concession 5, and on the line between lots 4 and 5, across the 3rd and 4th concessions.

I found no settlers in the township.

I have the honor to be, Sir,

Your obedient servant,

F. BOLGER,

Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 24.)

TOWNSHIP OF JANES.

DISTRICT OF NIPISSING.

PENETANGUISHENE, ONTARIO,

26th December, 1894.

SIR,—I have the honor to submit the following report of the survey of the township of Janes, in the district of Nipissing, performed under instructions dated the 18th July, 1894.

I proceeded to my work by way of North Bay, thence to Sturgeon Falls where I procured men and canoes. From this point I proceeded up the Sturgeon river about thirty-five miles, which brought me within a mile of the southeast angle of my township where my work was to commence.

I began operations at this point by taking an observation of Polaris. The following day I started the running of my east boundary on a course astronomically north for a distance of six miles.

The lines between concessions 5 and 6, and between side-lines 10 and 11, were made bases from which the other lines were run. The north boundary was run due east from the post planted by O. L. S. Niven, and marked thus :
 which is identical with my northwest corner. To ensure accurate running of this line I took two observations during the progress of the

xxiv	•	xxvi
xxiii	•	xxv

 work.

The township is well watered by the Sturgeon and Maskinonge rivers and by numerous creeks. The first-named is a stream of considerable size, averaging about two chains in width and a depth varying from two feet to ten and twelve. Its tributary, the Maskinonge, is also an important stream averaging a chain and a half in width and an average depth of four feet. It forms the outlet of Murray lake. There is a fine water power on each of these streams.

An inspection of the timber map will show that nearly the whole of this township has been devastated by fire, the green timber being found only in patches. Along the east boundary there is a fringing of green woods about a mile in width which has escaped the fire ; the timber consisting of pine, maple, spruce and cedar. Pine is found along the shore of Murray lake, and is occasionally met with on the Sturgeon river. It is not, however, of a very good quality.

The land bordering the river is generally of a good quality, consisting of a clay loam, but in the other portions of the township, the soil is very light and sandy. The country throughout is rough, rocky and uneven. I cannot recommend it as a desirable place for settlers.

The geological formation is Huronian and Laurentian, the former comprising about two-thirds of the township. I found no trace of minerals.

The average magnetic declination was $6^{\circ} 35'$ west.

According to instructions, I built mounds of stones around the posts planted at the northeast and southwest angles ; the two other corners were similarly treated.

A general plan, timber plan, field notes and account accompany this report.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.)

FRANCIS BOLGER,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 25.)

TOWNSHIP OF KELLY.

DISTRICT OF NIPISSING.

MORRISBURG, ONTARIO,
December 22nd, 1894.

SIR,—I have the honor to submit the following report of the survey of the township of Kelly, in the district of Nipissing, surveyed under instructions from your Department, dated 18th July, 1894.

This township is situated about midway between Wahnapiatae lake and the Sturgeon river and about fifteen miles north of the Canadian Pacific Railway, and is in extent six miles from north to south and seven miles from east to west.

The survey was commenced at the southeast angle of the township, and the lots were made forty chains in width, numbering from east to west. The concessions were made eighty chains in depth, numbering from south to north, according to instructions.

The concession lines were run east and west astronomically, and the side lines north and south astronomically. The north boundary of the township is S 89° 39' W astronomically.

The traverses of the lakes were made with a micrometer.

Astronomical observations were taken whenever practicable during the progress of the work. The magnetic declination was found to average 6° 30' west. The lines were all well cut out and well blazed. The posts were firmly set in the ground and protected by stone mounds, wherever stone could be had within a reasonable distance.

The lines between concessions I. and II. and concessions V. and VI., along with side lines between lots four and five, were made bases for the interior work of subdivision.

The posts planted in stone mounds at the southeast and northeast angles of the township by O. L. S. Niven in 1881 were found still standing in a good state of preservation, and were marked "Kelly, Lot 1, Con. I," and "Lot I, Con. VI.," respectively. The posts at the southeast and northeast angles of Rathbun, planted by O. L. S. Beatty in 1893 were also marked "Kelly, Lot 14, Con. I," and "Lot 14, Con. VI.," respectively.

Excepting portions of the first and second concessions from lots 4 to 12, and a few spots along Maskinonge-Wagaming and other lake shores which have been burnt, nearly the whole of this township is covered by red and white pine. Spruce, pitch pine, white birch, poplar, balsam and cedar prevail in places, but the township is essentially a pinery, and is in fact a valuable timber limit. A large portion of the pine is small, but a considerable quantity is of fair size and good quality.

The surface of the township is broken and rocky and the soil sandy, very little of it being fit for agricultural purposes. Many of the hills are of considerable elevation and may be called mountains. The geological formation is the Huronian, and rock exposures are of frequent occurrence. No minerals were met with.

A large portion of the township is covered by lakes, Kookagaming on the west, Maskinonge-Wagaming on the east, Donald lake in the north, and other lakes, as shown on the plan. The waters of these lakes are beautifully clear and abound with fish, chiefly salmon trout. Partridge and duck were very plentiful, and moose were occasionally seen. Fur-bearing animals, mink and others appear to be numerous.

The waters of this township all drain into the Sturgeon river, thence to Lake Nipissing and Georgian bay, and afford excellent facilities for driving timber.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) J. P. B. CASGRAIN,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 26.)

TOWNSHIP OF McCALLUM.

DISTRICT OF NIPISSING.

INGERSOLL, ONTARIO,
October 26th, 1894.

SIR,—I have the honor to report the completion of the survey of the township of McCallum, in the district of Nipissing, performed under your instructions of the 18th day of July, 1894.

I proceeded *en route* to Sturgeon Falls, where I procured men, canoes and supplies, and from thence, with thirteen of a party, up the Sturgeon river to where the Tamagamingue enters; thence up the latter river to Red Cedar lake. Going easterly across this lake I was enabled to camp on the south boundary, about two miles from the southeasterly corner of my township.

I commenced my survey, as instructed, at a cedar post identical with the northeast angle of the township of Thistle. Said post is now marked: on the northwest side, "McCallum, Con. I., Lot 1"; southwest side, "Thistle, Con. VI., Lot 1"; on the northeast side, "Township 4"; on the southeast side, "Con. VI., Lot 12," for the township of McLaren.

The north, south and east boundaries of this township had been run before—the south in 1892, the north and east in 1881. The two latter boundaries were completely grown up again with a thick undergrowth, but I reopened them, reblazing and chaining the lines carefully.

I made an accurate micrometric survey of all the waters within the boundaries of my township. There being much water and the shores very irregular a great deal of time was taken up in making this survey.

Regarding the general character of the township, detailed particulars will be found in the field notes, but it may be here described as follows: On the whole the township is rather rocky, hilly and uneven, with numerous swamps. The soil is mostly shallow, sandy loam, with black loam or muck in and around the swamps.

The hills vary in height from twenty-five to one hundred feet, and in some places steep and rocky, while in others gradual stony inclines.

Only a small part of the township has been overrun by fire; a portion in the northwest corner and along the western boundary was burnt some years ago. The second growth consists chiefly of small birch, poplar, maple, pine, balsam and spruce. The timber throughout the other portion is green and mixed, being pine, spruce, tamarac, cedar, balsam, poplar, white birch, and in some places black birch and sugar maple are to be seen. I might also state that a great deal of good tamarac, spruce and cedar can be obtained.

This township is well supplied with water of the best and purest kind. On the eastern side Red Cedar lake runs northerly from lots 5 and 8 on the south boundary, and with its numerous bays and inlets branching out on either side, extends to nearly the north of lots 1 and 2, concession 5, where it is connected by a creek with Hangstone lake. At the northwestern corner of the township there is a chain of small lakes forming the headwaters of a stream which perhaps runs into the Tamagamingue river below the township, or it may extend in a westerly direction away from the river. There are also many small lakes and ponds throughout the interior, which in nearly all cases are connected with either Red Cedar lake or the Tamagamingue river by small creeks.

Martin river crosses the eastern boundary in concession 2, and runs into Red Cedar lake about lot 3, concession 1, and has an average width of about two chains. On the western side of the township the Tamagamingue river crosses the north boundary and enters the township at lot 9, concession 6, and after curving to the west runs out at the south boundary on lot 11, concession 1. The river while passing through this township

is a series of small lakes of from a quarter to half a mile in length, connected by narrow necks, where the current is very rapid, and in most cases a portage has to be made where these rapids occur. The waters of the township are plentifully stocked with fish. Black bass, pike and pickerel of a large size were caught.

Moose and red deer are also plentiful, the smaller game seemingly rather scarce.

The good fishing, together with the great natural beauty of the scenery, is bringing this section before the notice of the public, numerous parties of English and American tourists having passed up and down the Tamagamingue during the summer.

No economic minerals were found during the progress of the survey.

There are no squatters, nor are there any Indians settled in the township. The lines surveyed are all well cut out and blazed, and good posts, chiefly cedar, are put in, and in every case where necessary a stone mound has been placed around the posts.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) W. R. BURKE,

Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 27.)

TOWNSHIP OF McWILLIAMS.

DISTRICT OF NIPISSING.

WOODSTOCK, ONTARIO,

December 4th, 1894.

SIR,—I have the honor to report, that in accordance with your instructions dated 18th July, 1894, I left Sturgeon Falls on the 4th September with a party of twelve men to survey the township of McWilliams. I took canoes to the south boundary of the township of Gibbons, learning here that the water of the Tamagamingue river was so low as to make it impossible to go up with loaded canoes. I employed a settler to transport a portion of the outfit from this point by wagon over a lumber road to the southeast angle of McWilliams which was reached on the 7th September; the remainder of the supplies were brought up the river about two weeks later by which time the water had risen considerably. The last line was run on the 19th October and we arrived in Sturgeon Falls on the evening of Saturday, 20th October. The progress of the work was very much interfered with by wet weather. The whole township is of a rugged, mountainous character, the trend of the hills being from southwest to northeast. The country south of the river is well wooded and a belt of valuable pine extends along the west boundary.

A large area to the north of the river was burned over many years ago and is now overgrown with jack pine, poplar, maple and spruce.

The township is broken by numerous lakes and creeks. One large stream which flows from a lake on the north boundary nearly through the centre of the township could be made very valuable for lumbering purposes.

The lower two miles of the Tamagamingue are very swift and average $1\frac{1}{2}$ chains in width; it is impassible for loaded canoes in low water and can only be ascended at any season by poling. The upper part of the river widens into large lakes with numerous

deep bays. The lakes are connected by narrow gorges through which the water dashes over huge boulders and stratified crystalline rocks inclined at high angles and much twisted and contorted.

The river abounds in fish, principally black bass and pike.

Game is very plentiful, and moose, beaver, otter and wolves were frequently met with.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) WM. MAHLON DAVIS,

Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 28.)

TOWNSHIP OF RATHBUN.

DISTRICT OF NIPISSING.

PARRY SOUND, ONTARIO,

February 13th, 1894.

SIR,—I have the honor to report that, under instructions dated June 27th, 1893, I have completed the subdivision survey of the township of Rathbun in the Nipissing district.

On the 4th of August I left Wahnapiatae station on the Canadian Pacific Railway arriving at Boland's Bay on Lake Wahnapiatae the same day with my supplies, the distance being about twelve miles over a fairly good wagon road. Here I hired Mr. Boland to move, by sail boat, my party and supplies across the lake to Portage Bay, from whence I moved with canoes across Boland Lake and portaged into Matagamishing lake, camping near the outlet of McLaren's creek. From this camp I surveyed the first three concessions of the township of Rathbun.

On the morning of the 8th of August I proceeded to the southeast corner of the township and opened up a range of about three-quarters of a mile of the east boundary of Scadding, carrying said range across a bay of Kookagaming lake, where I observed Polaris the same night. I then corrected my work and continued the survey of the township to completion, frequently taking observations of Polaris for the correction of my work.

The greater part of the township is rough and rocky with but little land fit for agricultural purposes. That part lying between McLaren's creek and Wahnapiatae lake in the first and second concessions has been burnt over a few years ago and is grown up with a dense growth of white birch and poplar with pitch or jackpine in some places.

There is considerable good pine scattered throughout the whole township and in a few places of small area the timber is principally white pine. On lots 18 and 19 in the sixth concession there is an area of about three-quarters of a mile of very good Norway pine.

The greater part of concessions 3 and 4 lying between Matagamishing lake and Wahnapiatae lake is surveyed into mining locations. These locations appear to be rich in gold judging from the numerous samples of quartz containing free gold which I was shown by prospectors and some of the owners of surveyed claims, who were stripping the veins on their locations.

The principal game of the country is moose and in all the lakes there is good bass fishing.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) DAVID BEATTY.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 29.)

TOWNSHIP OF WISNER.

DISTRICT OF NIPISSING.

GLENCOE, ONTARIO,

November 15th, 1894.

SIR,—In accordance with your instructions bearing date the 20th of July, 1894, we have the honor to report to you on the completion of the survey of the township of Wisner, in the district of Nipissing.

Leaving Glencoe on the 7th of August we proceeded to the work by rail *via* Toronto and North Bay to Sudbury, and thence by team over a good road through the townships of McKim, Blezard and Hanmer; in the township of Blezard crossing by boat Lake Whitson. The road through the township of Hanmer is through bush and passes through a very level piece of good country for the southerly five concessions. By this road we were able to team into a point on Frenchman's lake where we camped near the south boundary of Wisner about the line between lots four and five. After taking an observation of Polaris and finding the magnetic variation 7° west, our survey was started from the southeast angle of the township on the 11th day of August, carrying on the work from this in northerly and westerly direction to the completion of the survey.

The township is traversed from north to south by the Vermilion river, which has its course almost due south, crossing the east boundary of the township in places but generally being from three to ten chains west from the boundary. Toward the west boundary of the township is Rapid river, a small stream of about forty feet wide flowing in a southeasterly and southerly direction. Both of these streams through the township have considerable fall, and could doubtless be used in places to advantage in supplying water power. While the width of the Vermilion is generally about one hundred feet, in two or three places it widens out and forms what might be called lakes, in which large quantities of fish are to be found.

From the south toward the northwest the township is traversed in a northerly and northwesterly direction by Frenchman, Joe's and Clear lakes. The water in each is very clear and, for the greater part, deep. Beside these there are some ten or twelve small lakes or ponds, mostly connected by small creeks, so that altogether the township may be considered well watered.

The soil is sandy, for the greater part of the township, shallow, especially through the centre of the township from east to west, covering considerable of the third and fourth concessions where a great deal of rock and rough country is found. Toward the north or northwest and the south there is more soil generally and although hilly and rough is somewhat better fitted for agricultural purposes.

With the exception of the first concession, one-half of the second and one-half of the sixth concession, the township has been overrun by fire. It would appear from the timber that the whole of the part burnt was burnt about twenty-five years ago, and that quite recently a second fire has run over about half of this burnt territory, leaving little other than the charred remains of a second growth of jackpine, spruce, birch, poplar and balsam.

Lumbering has and is now being carried on in the township and the most of the large pine has been taken out, so that very little timber fitted for market now remains in the township.

Through the township are a number of lumber roads. These roads are, for the most part, built along creek, river or lake flats; along these flats are the only places where roads can be made at a reasonable cost. The country to the south of the township being comparatively level, roads from Sudbury can be easily made and an outlet given for mine and farm products.

There are mining locations surveyed out from lots four to twelve, inclusive, in the third concession, containing over 1,100 acres from which, there is little doubt, mineral will be taken in the near future.

Accompanying this report are field notes, plan of survey, timber plan and account

We have the honor to be, Sir,

Your obedient servants,

(Sgd.) COAD & ROBERTSON,
Ontario Land Surveyors.

To the Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No 30.)

TOWNSHIP OF MCKINNON.

DISTRICT OF ALGOMA.

LEAMINGTON, ONTARIO,
29th December, 1894.

SIR,—I have the honor to submit the following report of the survey of the township of McKinnon, in the district of Algoma, performed under instructions bearing date the 18th July, 1894, from your Department.

From Little Current, on Manitoulin Island, I proceeded to what is known as Griffith's Landing, in the south boundary of McKinnon, on lot number two, from which point I had little difficulty in finding the line run by O. L. S. Abrey in 1886, which was to form the east boundary of the township.

This line I retraced and chained north from the water's edge of Lake Huron and found all the mile posts planted thereon by Mr. Abrey, and from these posts I ran my lines due west astronomically for the fronts of the several concessions of the township; making the hemlock post marked VI. M, which I found twenty-three chains north of the water's edge of the lake, the starting point for the line of the front of my first concession. On each of the concession lines I planted the lot posts at regular intervals of forty chains, as directed, and ran each alternate lot line due north astronomically.

I also retraced the south boundary of Hallam for my north boundary and the line run in 1886 by Mr. Abrey, which was to form my west boundary, and found all the old posts with one exception on these lines.

The front of concession A I traversed from Abrey's hemlock post marked 110, which I found on the east boundary two chains north of the water's edge, and planted the several lot posts as directed, on the lake shore.

With the exception of a very small percentage, the south half of the township is very rough and mountainous, the La Oloche range running across the township from east to west in concessions A, I. and II. In these concessions to the south of the mountainous ranges and in the valleys some good agricultural land is to be found.

The northeast portion of the township is comparatively level but low and swampy, and the northwest portion is much broken with rocky ridges but contains some fine land for agricultural purposes.

The soil is principally a reddish sand and gravel mixed in certain parts with a whitish clay.

The timber is principally pine, spruce, cedar, tamarac, hard maple, balsam and birch of fair quality.

Portions of the township have been lumbered over some years ago, and the firm of Thompson Smith & Sons had started their camps in the township shortly before I completed my survey.

The timber can readily be removed by the large lakes and streams with which the township is abundantly supplied, and in which abound pike, black bass and pickerel.

Red deer, moose and black bear were seen during the survey.

No settlers were found in the township, but a small abandoned clearing known as Griffith's Farm, on which is grown a fine quality of hay, is on lots one and two in concessions A and I, and also on the mining location 10 P, which latter is worked by the lumbermen now operating there.

The variation of the magnetic needle was found to be very regular throughout the survey, being $4^{\circ} 45''$ west.

Accompanying this report will be found field notes, plans and account of the survey, all of which I trust may be found satisfactory.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) ALEXANDER BAIRD,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 31.)

TOWNSHIP OF LEDGER.

DISTRICT OF THUNDER BAY.

TORONTO, ONTARIO,
October 16th, 1894.

SIR,—I have the honor to submit the following report on the survey of the township of Ledger, in the district of Thunder Bay, surveyed by me during the months of August and September, under instructions from your Department, dated 20th July, 1894.

The township of Ledger is bounded on the west by the township of Purdom, and on the other three sides by unsurveyed lands of the Crown.

I commenced the survey at a cedar post, planted on the east boundary of the township of Purdom, by O. L. S. Saunders, at a distance of 80 chains north from the southeast angle of Purdom; planting and marking a new cedar post for the front of concession two in the township of Ledger. From this point I went east astronomically, running the front of the second concession and planting posts at every half mile up to the line between lots 10 and 11, from which corner I ran south 80 chains, and thence east and west to fix the south boundary of Ledger, planting posts at every half mile. From the south boundary thus established, I ran north and west respectively, subdividing the township into lots of about 320 acres each.

Iron bars 2 inches in diameter and three feet six inches in length, with the name of the township marked thereon, were planted at the northeast and southeast corners of the township.

With the exception of a narrow strip adjoining the east boundary and occasional single lots, all the land in concessions I., II., III. and IV., including also the mining locations, may be termed good farming land, the soil being clay, and clay loam. The land in lots 2 to 6 and 13 and 14 in concession V., and lots 2, 12, 13 and 14 in concession VI. is of the same quality as that of the first four concessions.

A sandy plain includes the residue of concessions 5 and 6, and extends into concession 7 on lots 7, 8, 10 and 11. The remainder of the township is rough, and broken by bold rocky ridges.

In the northeast part of the township, a rocky elevation, locally known as "Moose Mountains," rises to an altitude of about five hundred feet, above the general level of the surrounding country, and extends a considerable distance beyond the east and north boundaries. From the summit of this elevation Lake Superior is plainly visible on a clear day.

About 50 or 60 per cent. of the total area of the township is good arable land.

The entire township, with the exception of a narrow strip of Brulé, about one-half mile in width, along the east boundary, is covered with green timber, though very little of it is marketable.

The prevailing kinds of timber are, spruce, tamarac, jack pine, birch, balsam, poplar, and balm of Gilead, with a few cedars, there being no white pine whatever. The sandy plain above referred to, is covered, almost exclusively, with jack or pitch pine, averaging about six inches in diameter. Spruce and tamarac prevail in the vicinity of Lake Bouchard on concession 4.

The distribution of the various kinds of timber is further shown on the timber plan herewith.

The township is well watered by numerous creeks and springs. Wanogosh creek, which forms the outlet of Wanogosh lake, on lot 7 in concession seven, and flows south-westerly and southerly, leaves the township on lot 12, in concession 1, and is a fine stream of considerable volume, with clay banks about 8 feet in height.

Its water is of exceptionally good quality. There are also a number of other lakes of small extent.

No economic minerals were met with, but considerable magnetic variation, due to local causes, was indicated in the northeastern part of the township.

The Hudson Bay Company's winter road from the Nepigon station on the Canadian Pacific Railway, passes through this township, following generally the direction of Wanogosh creek, and may in the future be of much service to settlers.

A few caribou and beaver were seen, and partridges and rabbits, were plentiful. Brook trout were abundant in the clear waters of Wanogosh creek.

Accompanying this report, I beg to forward a general plan, a timber plan, and field notes of the survey.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) T. B. SPEIGHT,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 32.)

RESIDUE OF THE TOWNSHIP OF LYON,

DISTRICT OF THUNDER BAY.

SAULT STE. MARIE, ONTARIO.
December 1st, 1894.

SIR,—I have the honor to report that in accordance with instructions dated September 12th, I made the survey of the residue of the township of Lyon in the district of Thunder Bay.

I took men, canoes and outfit from here, selecting a thoroughly trained party.

Leaving here on September 25th, by Canadian Pacific steamer to Fort William, I reached Nepigon at 9.30 a.m. on the 27th and made my first camp in the township of Nepigon, at a point where the Canadian Pacific Railway comes to the shore of Nepigon bay and runs southwesterly to near the northwest angle of the residue of Lyon.

Thanks to the courtesy of Mr. A. L. Russell, O. L. S., of Port Arthur, who furnished me with notes of the intersection of the Canadian Pacific Railway with the fourth concession of Nepigon, I was enabled to locate my starting point without any difficulty—as the country was burnt I should have had a great deal of trouble but for this—and to obtain an observation the same evening (September 27th). The line of the Canadian Pacific Railway was a great advantage, as it enabled me to get to and from my work at the northwest angle of the township easily.

With the exception of parts of lots 1 and 2 (which are burnt); lot 16, concession 1 (which is slash and windfall), and a boulder ridge near the shore on the line between concessions B and C, the whole township is a very wet swamp. For a long distance the shore on Nepigon bay is a clay bank, which rises abruptly from 20 feet to 40 feet. Immediately on top of this bank the swamp commences and continues to the west boundary of the township. The predominating timber is tamarac, though for long stretches it does not attain the dignity of timber, and spruce. In some few places the timber is fair, but I can class none of it as good, there being very little white spruce amongst it.

The water along the shore is very shallow and I made my traverse in the lake; my men claiming there was less water in Lake Superior below the clay banks than there was in the township of Lyon, 40 feet above them.

On and near the west boundary, and especially towards the north the swamp water is strongly impregnated with iron.

I could find no trace of the boundaries of location R. 10. The pine having been all cut some years ago and the remaining timber blown down by a heavy windfall.

I herewith forward plan, notes, etc.,

And am, Sir,

Your obedient servant,

JOS. COZENS,

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 33.)

DISTRICT OF THUNDER BAY.

TOWNSHIP OUTLINES.

COLLINGWOOD, ONTARIO,
December 15th, 1894.

SIR,—I have the honor to submit the following report on the survey of township outlines along the line of the Canadian Pacific Railway, in the district of Thunder Bay, during the past summer, under instructions from your Department, dated the 24th of July and the 1st of September, 1894.

The work is a continuation of that begun in 1891, and consists in a traverse of the railway track as a basis from which the townships adjacent thereto were located. In addition to the traverse and the location of township boundaries, portions of the latter were run generally to their nearest covers.

I commenced my survey this year where I closed it last season, viz.: At an iron plug driven down last year where my traverse line intersected Ontario Land Surveyor F. F. Miller's base line, run easterly in 1886 from the front of the seventh concession of the township of Pic. This point was station 701 of last year's work, and is number 1 of this year's traverse.

I carried the work on to a point in the centre of the track opposite mile board 879, and about half a mile east of Rosspoint station. Here I drove down an iron bar marked "E. S.," about level with the surface of the ballast. This point was 31 links northerly from the above mile board, and in line with these two points and to the north of the track a large picket about five feet high was driven down in order to fix the position of our last station in case of its being disturbed by the trackmen. The number of this station was 759, and its distance from the above mentioned picket was 70 links.

Posts made of iron gas pipe $1\frac{5}{8}$ in. in diameter, plugged and pointed, were planted alongside of wooden posts at all township corners to which I ran, as well as at the intersections of the township boundaries with the railway right of way. Both the iron and wooden posts were marked with the numbers of the townships on their respective sides, the former with a cold chisel, and in most cases stones were piled around the posts, and bearing trees taken wherever obtainable.

In certain cases the township corners to which I was running fell in lakes and the post were planted on the shore, but marked in the same manner as if they were in their proper positions.

The distances to these posts are shown both in the notes and on the plan furnished herewith. In addition to the posts above mentioned flattened mile posts were planted on the portion of township boundaries run. They are numbered from the south side of their respective townships, except in the broken townships fronting on Lake Superior, where they are numbered from the north.

At Schreiber station I connected my traverse with Ontario Land Surveyor Duchesnay's survey of the Canadian Pacific Railway property at that place. I also connected my survey with Ontario Land Surveyor Miller's line at several points. By bearings taken of this line it will be seen that it does not follow a due east and west course throughout as was intended. I also connected with the east and north boundaries of Pic township as well as with the mining locations through which we passed.

Owing to a clerical error the west boundary of township 72 was located 13.167 chains too far to the west, and that portion of it south of the railway run in that position; and in order that this error should not be perpetuated throughout the work the range in which township 74 is situated was made that much short of the regular width of 480 chains. Owing, however, to the east boundary of the township of Pic being on a comparatively short distance west of what would be the west boundary of township 74, the latter is made to extend westerly to it; but, as will be seen by the plan, this is not intended to effect the other townships that may be laid out hereafter in the same range to the north and south.

I had the latitudes and departures of the courses on my traverse lines worked out separately by two members of my staff, one using the natural and the other the logarithmic sines and cosines. They also checked each other in their additions and other work.

The plan furnished herewith is on two sheets, numbered 1 and 2. Owing to the course of the railway it would have been unwieldy if made on one sheet of paper.

From our starting point till we reach Heron bay, on Lake Superior, the country is fairly level, being drained by the White, the Cedar and Black Pic rivers. The soil is generally sandy, and in the neighborhood of White lake, and also along the valley of the Pic river vegetables can be raised successfully when not destroyed by summer frosts.

The timber here met with was spruce, birch, balsam, poplar and jack pine, mostly of a small size, though along the Pic and Black Pic rivers considerable spruce of a fair size is met with which would probably be valuable for pulp wood.

From this point west to the end of my work the country is decidedly rough and mountainous, necessitating the heaviest rock work in the construction of the railway anywhere encountered east of the Rocky mountains. In addition to innumerable rock cuts of great size, three tunnels are passed through on this portion of the work. Owing to this, on two of the township outlines it was impossible to plant the posts in their proper positions or run the lines in the way intended. I, however, succeeded in planting the posts on these lines and running them a sufficient distance so that the objects aimed at in the work were carried out.

These numerous rock cuts afforded excellent opportunities for acquiring a knowledge of the geological character of the country.

At Heron bay the Huronian rocks appear, chiefly talcoid and chloritic schists and slates.

Two bosses of intrusive granite were noticed here rising through the schists. The schists strike about N. 50° E. and dip sharply and in some places are folded.

Peninsula harbor is situated in the same formation, the slates being much stained by iron and carrying specks of copper and iron pyrites.

On the shores of Jack Fish bay slates and granite appear in contact with each other, the granite being of a good quality for building purposes.

Between Jack Fish and Schreiber there is a great quantity of intrusive rock coming up between the slates. A specimen of pyrrhotite mixed with iron pyrites was obtained near Schreiber in the slate.

Some of the crystalline greenstone found here would make an attractive building stone.

In closing my report, I desire to say that I was afforded great assistance in the work by the kindness of the railway officials, who aided us in every way in their power.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) E. STEWART,

Ontario Land Surveyor.

The Honorable A. S. HARDY,

Commissioner of Crown Lands,

Toronto.

(Appendix No. 34.)

TOWNSHIP OF FARRINGTON,

DISTRICT OF RAINY RIVER,

TORONTO, ONTARIO,

December 31st, 1894.

SIR,—I have the honor to submit the following report of the survey of the township of Farrington, Rainy River district, made under instructions from your Department, dated July 14th, 1894.

The township of Farrington is bounded on the north by Niven's base line, on the west by Indian Reserve 26A and mining locations lying south thereof, on the south by Seine Bay of Rainy lake, and on the east by unsurveyed lands of the Crown.

The survey of this township was commenced by running the east boundary thereof due south from the 84th mile post on Niven's base line, to where it intersects the north boundary of mining location AL32, posts being planted at the distance of 80 chains apart to mark the starting points of the lines between concessions 6—5, 5—4, 4—3, and 3—2. As the depth of concession 2 was found to be 85 chains 80 links, I deemed it advisable not to plant a post marking the line between concessions 1 and 2 on the east boundary, but threw all the land north of the mining locations fronting on Seine bay and south of the line between concessions 2 and 3 into one concession as far west as the line between lots 2 and 3.

The posts planted on the east boundary were not marked on the east side but had the numbers of the concessions marked on the north and south sides and the lot numbers on the west side. The other posts of the township were marked with the numbers of the corresponding lots on the east and west sides and the concession numbers on the north and south sides, excepting the posts planted to mark the lines between lots 1 and 2, 3 and 4, 5 and 6, and 7 and 8, which did not have a concession number on the south side.

The posts planted on the west boundary of the township had no markings on the west side.

The posts marking the front of the first concession were planted on the rear line of mining locations previously laid out on the north shore of Seine bay, and had no markings on the south side.

All side lines were run due north and south, and due east and west was the bearings of all concession lines. The posts planted by O. L. S. Niven on his base line were adhered to in making the survey.

The lake shown on the plan of the Indian Reserve 26A was not found on the west boundary of the township of Farrington which may be accounted for by the fact that the water was low when the survey was made, and in high water the marsh shown in my field notes would be entirely submerged.

The Indian Reserve line was found to be very crooked and appears to have been surveyed with a compass, and the work done very carelessly at that.

Fire interfered greatly with the work of surveying. During the survey it swept the southerly part of the township, and after the northerly part was surveyed it made an almost clean sweep of the timber.

There is some very excellent agricultural land in the northerly portion, and having been so lately burned it will now be very easily cleared.

The southerly part is extremely hilly and broken, but some excellent mineral veins have been found in it. On account of the fires no game was met with.

I have the honor to be, Sir,
Your obedient servant,

H. B. PROUDFOOT,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 35.)

TOWNSHIP OF HALKIRK.

DISTRICT OF RAINY RIVER.

RAT PORTAGE, ONTARIO,
August 28th, 1894.

SIR,—I have the honor to report, that in accordance with your instructions dated June 1st, 1894, and directed to me, I proceeded at once to the township of Halkirk and surveyed it into lots of eighty acres and three hundred and twenty acres, as directed in your instructions. I proceeded to the northeast angle of the township, where I found the iron bar planted by O. L. S. A. Niven at the intersection of his south base line with the west boundary of Indian Reserve 26A. I then opened out and retraced the said west limit of Indian Reserve 26A from this point south to its intersection with the north shore of Swell bay of Rainy lake. I then continued from this line westward laying out the lots and concessions as directed.

At this period Rainy lake was apparently at its highest mark, as the water appeared to be up to the highest of the old marks on the shore. However, about the 25th June it began to fall, and went down about three inches daily. The low willow swamps along the shore had been flooded in some cases for a quarter of a mile back from the shore. On the eastern peninsula of the township there is a considerable quantity of heavy green bush, but with the exception of one or two tracts, the land is rocky and not well adapted for agricultural purposes. On the west side of the township, however, there are several comparatively large tracts which might be made use of for farming purposes. The timber on this side of the township is chiefly second growth poplar, birch and jack pine. There are also several small tracts which could be utilized as hay meadows, and with a little clearing a considerable quantity might be cut.

With regard to the mineralogical value of the land, there are numerous veins of quartz throughout the township, among which no doubt some will be found which will prove valuable when developed; at present, however, no development of any consequence has been undertaken, chiefly I think because of the financial stringency existing since attention has been directed to that quarter as a mining region. The general formation is chiefly Laurentian and Huronian and the rocks consist for the most part of gneissoid granite quartz, dioritic schists, magnetite, etc. No limestone was observed in the township.

Game is abundant, particularly small game such as partridge and duck, but there are also moose and caribou quite numerous.

I enclose herewith plan and field notes with account.

I have the honor to be, Sir,
Your obedient servant,

THOS. R. DEACON,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner Crown Lands,
Toronto.

(Appendix No. 36.)

TOWNSHIP OF JAFFRAY.

DISTRICT OF RAINY RIVER.

RAT PORTAGE, ONTARIO,
January 23rd, 1894.

SIR,—I have the honor to report that I have performed the survey of the township of Jaffray, in the district of Rainy River, according to your instructions, dated 6th October, 1893, and have prepared a plan of the same.

On the 12th of October I moved my camp and outfit from Rat Portage to lot number 9, in the first concession, and found the cedar post planted by O. L. S. Stewart in the north limit of the Indian Reserve, 38B. As the weather was dull and the sky remained overcast for some days, I was unable to get an observation at this point, so I proceeded to open out and blaze afresh the north limit of Indian Reserve 38B, planting posts at every 20 chains for full lots and planting posts at the proper points for broken lots, marking the posts as instructed. On the 18th October I observed Polaris for azimuth, at western elongation, from the post between lots 8 and 9 on the Indian Reserve line, and laid out the work from this point.

On the 22nd October I observed Polaris, at western elongation from the post on the south bank of Laurence lake, between lots 4 and 5, concession 3. From this point I produced a line due north to the north boundary of the township, making the west boundary of location 266P the east boundary of lot number 6, in the sixth concession, and my tie line produced the side line between lots 6 and 7 from the north shore of Rabbit lake to the boundary of the township. On October 25th I observed Polaris for azimuth from a point in the line between lots 16 and 17, concession 1, and from this point I produced a line due north to the north boundary of the township, making that portion of it north of the Canadian Pacific Railway the side line between lots 16 and 17, in concessions 3, 4 and 5, and lots 12 and 13, in concessions 6, 7 and 8. On the 31st October I again observed Polaris at western elongation from the post between lots 4 and 5, concession 7, and found my lines correct, and from this point I proceeded until the survey was completed. The magnetic variation is so variable throughout the township that no definite amount of variation was fixed on as the true variation.

In some instances I had considerable difficulty in finding the old boundaries, as there had been a great many posts planted for various purposes, and in some places fires had obliterated the monuments, but careful attention was given to endeavor to ascertain the true boundaries in all cases. The areas are given after deducting the area of the

railway right of way from the lots traversed by it, and a road allowance of one chain along the water's edge from lots fronting on lakes or rivers. The southern part of the township is for the most part fairly well wooded and some tracts of fairly good soil, but there is also a percentage of swampy land with rocky ridges. The central portion is more broken and rocky, and a considerable part of it burnt and covered with brule, but contains some tracts of tillable land. The northern portion is chiefly covered with heavy timber, principally jack pine, tamarac, black spruce, poplar, birch and balsam, with a considerable portion of fairly good land, though rocky and broken towards Black Sturgeon lake. With the exception of the Winnipeg river on the west, there are no large streams in the township. The formation towards the northwest quarter is chiefly granite and gneissoid granite; the northeasterly quarter shows a considerable quantity of slate, with some promising veins of quartz. The southern portion is chiefly slate and granite. In order to accurately map the east shore of the Winnipeg river, a traverse was made from the iron bridge on the C. P. Ry. near Rat Portage, to the southwest angle of Indian Reserve 38C. The remainder of the plan was compiled from the actual survey and from plans and field notes in the possession of myself and O. L. S. E. Seager. A traverse was also made of Laurence lake, Rabbit lake and the west shore of Breakneck lake.

I send herewith plan, field notes, accounts, vouchers, etc.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) THOS. R. DEACON,

Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 37.)

TOWNSHIP OF WATTEN.

DISTRICT OF RAINY RIVER.

FORT FRANCES, ONTARIO,
October 27th, 1894.

SIR,—I have the honor to submit the following report of the survey of the township of Watten, Rainy River district, made under instructions from your Department, dated May 31st, 1894.

The township of Watten is situated on the north and east shores of Rainy lake, south of Nivens' base line and west of a line drawn due south from the 96th mile post thereon.

The northerly four concessions are laid out into lots of 320 acres each and concessions 1 2 and 3, into lots of eighty acres each by dividing the concessions into north and south ranges by a line running due east and west through the middle of such concessions. Concession A, containing all the land between concession 1 and the lake front is of irregular depth, and the lots consequently vary much in area.

The survey was conducted as nearly as possible, considering the nature of the ground to the directions contained in the instructions; the lines are well opened up and blazed, and the posts firmly planted in the ground.

The posts on the line between concessions A and 1 are marked similar to the posts planted in a double front concession, that is, the concession number was placed on the south side of the posts as well as on the north side, thereby indicating that the posts governed the lot lines in concession A as well as in concession 1. The other regular posts of the township are marked in the usual manner, the number of the lots on the east and west sides, and the concession on the north side, excepting the following, which are

marked as given below: The post at the northeast angle of lot 13, concession II., N.R., is marked 13, concession II., N.R.; on the S.W. side, 12, concession II., N.R.; on the S.E. side, 6, concession III., on N.E. side, and 7, concession III., on N.W. side. The post marking the N.W. angle, lot 16, concession II., N.R., is marked 16, concession II., N.R., on the southeast side, and 8, concession III., on the northeast side, no marks being placed on the other two sides of the post, but the post at the intersection of the line between lots 16 and 17 and the south shore of Rice bay is marked on the east side, "8, concession III.," on the west side, "17, concession II., N.R." The posts planted at the northeast angles of lots 25 and 29, concession II., N.R., are marked on the sides facing the lots, with the numbers of the lots and concessions both

The surface of the township is very much broken by rocky ridges and bays of Rainy lake. Very little agricultural land is met with, but several very promising mineral veins outcrop within its boundaries.

Work was very much delayed in the latter part of the season by smoke from forest fires, both in United States and Canada.

Accompanying please find plans and field notes.

I have the honor to be, Sir.

Your obedient servant,

(Sgd.) H. B. PROUDFOOT,

Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix. No 38.)

MERIDIAN AND BASE LINE.

DISTRICT OF RAINY RIVER.

HALIBURTON, ONTARIO,
December 10th, 1894.

SIR,—I have the honor to submit the following report on the survey of a meridian and base line in the district of Rainy River, surveyed under instructions from your Department dated July 18th, 1894.

The survey was made during the months of July, August, September and October.

I reached the work *via* Canadian Pacific Railway, getting off at Wabigoon, then proceeded to Rainy lake by the Manitou route with canoes, and commenced the survey on the meridian line at a point on my base line of 1892, 90 miles west of the boundary line between Thunder Bay and Rainy River districts, and 72 miles south of the Canadian Pacific Railway.

From this point I ran north astronomically 78 miles, crossing on my way Red Gut bay of Rainy lake, numerous small lakes, Lake Manitou, Osbourne lake, the C.P.R. and the Wabigoon river, the line terminating about 2 miles north of said river. At 54 miles on said line I proceeded east across the country 12 miles to the 18-mile post on my base line of 1893 and produced this line astronomically from 18 to 42 miles crossing Osbourne lake in its course. I also connected Indian Reserve No, 27 and Eagle lake with my meridian line by running a tie line from southeast angle of said reserve south $89^{\circ} 22'$ east astronomically 3 miles 23 c. 72 lks. intersecting meridian line 64 miles 34 c. 73 lks. north of its initial point.

The boundaries of Indian Reserve 26A were noted as I passed through it and any mining locations the line passed through or within a reasonable distance thereof were connected therewith. I also made a track survey of the Manitou route when going into the work the result of which will be seen upon the plan.

Astronomical observations were taken wherever necessary and practicable, the magnetic declination of the needle was about $7^{\circ} 30'$ east.

Wooden posts were planted at every mile and iron posts 3 ft. long $1\frac{1}{4}$ inches gas pipe pointed and closed at the top and painted red were planted alongside of the wooden posts at every three miles. The number of miles was marked on wooden posts with a scribe iron and on the iron posts with a cold chisel. Stone mounds were built around all posts wherever practicable and bearing trees taken.

When the end of a mile came in a lake or river the post was planted on the line on the nearest land and distance noted in field notes and marked on the wooden posts. In such cases the iron post was marked with the nearest mile and a plus or minus sign as the case might be. The posts on the meridian line are marked on the south side with the number of the mile, those on the base line are marked on the east side, and those on the tie line from Indian Reserve and Eagle lake on the west side.

No posts were planted or trees blazed while passing through Indian Reserve.

The details of observations etc., will be found in the field notes.

Portions of the country of more or less area have been burnt at various times as marked on plan and called *brulé* now growing up with pitch pine, white birch, poplar spruce etc.

The meridian line passes through considerable pine timber of fair size and good quality, but a large amount of pine was during the summer destroyed by fire. Bush fires prevailed in every direction and the operations of the survey were often interrupted by fire and smoke.

At Lake Manitou three days were occupied in getting the two mile distance across the lake.

Pitch pine of fair size was often met with and tamarac spruce and cedar in the swamps. The character of the country is rolling and hilly with rock and stone in many places. Sandy soil prevails, but considerable clay land is met with along the lines of survey notably, in the vicinity of Osbourne and Eagle lakes, the C.P.R. and Wabigoon river. There is a large area here fit for agricultural purposes.

Manitou lake as will be seen by the plan is a long stretch of navigable water, numerous mining locations have been taken up along its shores and on the islands therein but as yet no mining has been done.

Eagle lake is a fine sheet of water and considerably larger I think than any plan that I have seen shows it to be, it appears to be surrounded by good land and the Indians grow excellent potatoes on their reserve there, the lake abounds with whitefish. Osbourne lake is also of considerable size and filled with islands. All these waters find their way to Hudson bay through Lake Winnipeg and Nelson river.

The base line from the 18th to 42nd mile runs chiefly through *brulé*, pitch pine, spruce etc., being the prevailing young timber. Some fair sized white pine was also found along this line chiefly about Osbourne lake. The geological formations are the Huronian and Laurentian.

No minerals were met with, but the prospector is "abroad" as witness the fires all over the district during the summer.

My party consisted of fourteen all told. The summer was very dry and when crossing the ridges between lakes we often suffered for want of water.

We had a snowstorm on the 2nd of October but fine weather afterwards.

Herewith are plan and field notes of survey and account.

I have the honor to be Sir.

Your obedient servant,

(Sgd.) A. NIVEN,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 39.)

ALGONQUIN NATIONAL PARK.

CANOE LAKE, ALGONQUIN NATIONAL PARK,

5th January, 1895.

THE HONORABLE A. S. HARDY,
Commissioner of Crown Lands,
Toronto, Ont.

SIR,—I have the honor to submit herewith my report as Superintendent of The Algonquin National Park of Ontario for the year 1894.

EXTENSION OF PARK LIMITS.

During the year the limits of the Park have been extended, and its area considerably enlarged. As originally constituted by Act of the Legislature (56 Vict. cap. 8), the Park was composed of the townships of Peck, Hunter, Devine, Biggar, Wilkes, Canisbay, McLaughlin, Bishop, Osler, Pentland, Sproule, Bower, Freswick, Lister, Preston, Dickson, Anglin and Deacon. Subsection 2 of section 3 of the Park Act empowered the Lieutenant-Governor in Council to add to the Park any adjoining townships or parts of townships in which no lands had heretofore been granted. Under the provisions of this clause the following territory was added to the Park domain by order in council of 2nd October, 1894, viz.: on the west, all that portion of the township of Finlayson lying east of the side road between lots 20 and 21 in the several concessions thereof; all those portions of the townships of McCraney, Butt and Paxton lying east of the side road between lots 15 and 16 in the several concessions thereof, and all that portion of the township of Ballantyne lying east of the side-road between lots 20 and 21 in the several concessions thereof, except lot 21 in the 5th concession, which had been patented. On the north there was taken in all that portion of the township of Boyd lying south of the line between concessions 10 and 11. The area thus added comprised 161,696 acres of land, and 9,501 acres of water. The original reservation contained 831,793 acres of land and 106,393 acres of water, so that there is now contained within the Park 993,489 acres of land and 115,894 acres of water, or 1,109,383 acres in all, equal to 1,733 square miles. This area is approximately forty-four miles in length from north to south, and forty miles in width from east to west. It lies between 45 degrees 20 minutes and 46 degrees 10 minutes north latitude, and 78 degrees and 79 degrees 8 minutes west longitude.

The territory annexed by Order in Council does not materially differ, either in the character of the soil or timber or its adaptability to settlement, from the remainder of the Park. The surface presents the same general appearance, being broken by hills and ridges and diversified by swamps and marshes. The proportion of land to water is also approximately the same, and the prevailing trees are those of the original reservation, the principal varieties being pine, birch, maple, hemlock, cedar and tamarac. The section of country added on the west is a great resort for moose and deer, and game is even more plentiful there than in the other portions of the Park. The moose appear to find in this district in great abundance the food which they prefer, while the deer draw thither

to avail themselves of the protection which the proximity to settlement affords them from their enemies the wolves. The head waters of the two main branches of the East river take their rise in the eastern portion of McCraney—the westerly branch in Rainy lake, and the easterly branch in Moose lake. The part of the township of Boyd which was added to the north boundary was indispensable, because of its being traversed by the principal chain of the north or Amable du Fond branch of the Petawawa waters which form an important link in the leading waterway from the northeast to the north and northwest districts of the Park. It was essential that control should be had of this easy means of access to two sides of the Park. It is not known that there are any settlers in the portions thus added, and, indeed, there is little inducement for even the hardiest squatter to pitch his tent so far from civilization. The proportion of land which will ever be coveted for farming purposes is very small. For the protection of game and fur-bearing animals, the preservation of important streams, and all the purposes for which the Park was established, and the additions made by Order in Council will be of material assistance.

WORK DONE DURING THE YEAR.

The work done during the year has been chiefly of the preliminary kind which was begun at the outset, and which must be completed, or at any rate largely advanced, before a number of the main objects of the Park can be pursued. The chief feature of the season's operations was the building of shelter huts in various portions of the Park, but principally on the east and west sides. They are of the same character as those previously erected and as described in my report for last year. In a few places deserted lumber camps were found in suitable sites, and these were repaired and put in order for the purpose. Including these, sixteen shelter huts have been put up during the year, in the following locations,

- (16) Lot 25, concession 3, Peck.
- (17) " 16, " 1, Devine.
- (18) " 4, " 11, Devine.
- (19) " 19, " 6, Biggar.
- (20) " 13, " 8, Biggar.
- (21) " 23, " 11, Biggar.
- (22) " 6, " 6, Wilkes.
- (23) " 28, " 3, Deacon.
- (24) " 34, " 3, Anglin.
- (25) " 15, " 10, Freswick.
- (26) " 25, " 8, Freswick.
- (27) " 14, " 8, Dickson.
- (28) North of Shirley lake, in Preston.
- (29) Oram's lake, in Preston.
- (30) Lot 11, concession 8, Hunter.
- (31) " 22, " 2, Butt.

There are now, exclusive of headquarters, thirty-one of these shelter huts, scattered throughout the Park, which will afford a considerable part of the accommodation required by the rangers while on patrol duty. It will be necessary to build a series of huts in the newly added portion of the Park on the west, and experience will also probably indicate other sites here and there where it will be desirable to provide shelter. In cases of the latter kind, the work can no doubt be done by the regular Park staff in the intervals of their other duties.

Another important branch of the work is the cutting out of portages and trails, and the clearing of rubbish from the beds of streams. Both kinds of labor are necessary in order to make travel within the Park easy or even possible. Eighty-three and one-half miles of portages and streams have thus been respectively cut and cleared. In some cases considerable quantities of driftwood and half submerged rubbish had to be removed from the bed of a creek or stream before a passable canoe route could be secured. This kind of work will require to be carried on from year to year until the waterways from one end of the Park to the other afford free and unobstructed navigation.

The work of patrolling the Park has been performed by the staff as efficiently as our other labors would permit, and I am glad to say that it has not so far been found necessary to resort to force or even to the harsher measures provided in the Park Act in order to secure due observance of the law. There is no open and flagrant violation of those provisions which forbid hunting and trapping in the Park, and so far as the diligence and watchfulness of the rangers and myself have enabled us to ascertain, there have been but few attempts at secret poaching. One or two infractions of the law have come to my knowledge, but from lack of evidence the offenders have not yet been prosecuted.

Owing to the fact that the new territory was added to the Park at so late a date as the 2nd of October, it was necessary to take prompt steps to give public notice of the additions, so that intending hunters might be warned against crossing the new boundaries when the open season for deer began on the 20th of October. Notices printed on cotton were supplied by the Department, and by engaging a man specially for the purpose, I succeeded in having these put up not only in the villages and stations along the line of the Grand Trunk Railway running parallel to the west side of the Park, but also along the western limit of the Park itself, in time to take the change fairly well known before the hunting season opened. There was an unusually large number of sportsmen in the woods during the deer season, and one party of eleven was found at the west end of North Tea lake, in the township of Ballantyne, just inside the new boundary. They claimed to be unaware of the change in the Park limits, and this was no doubt the case, as they at once withdrew on being notified that they were infringing the law. The taking in of the new territory as well as the prohibition of hunting and trapping within the Park is cheerfully acquiesced in by the great majority of sportsmen, who, indeed, are rejoiced to know that such measures are being taken in the interests among other things of game preservation.

WILD ANIMALS AND GAME.

It gives me pleasure to report that the effects of the protection afforded to animal life in the Park can already be seen. This is noticeable more particularly in the case of that prolific creature, the beaver. When I entered on my duties in July, 1893, scarcely a beaver sign could be seen, and it required close inspection to discover the presence of these animals. Now we are aware of at least sixty places in the Park where families of beaver have located themselves, in a number of cases on waters where there was no previous indication of their existence. The beaver are undoubtedly beginning to recruit their numbers, and, with efficient protection, I see nothing to prevent their once more assuming possession of the streams and lakes which were formerly their home. It is perhaps too soon to look for any material increase in the number of moose and deer which inhabit the Park, but these animals will doubtless ere long also show the good effects of isolation from their destroyers. Moose are not at all scarce in the Park itself, and enjoying as they do a statutory protection outside its bounds denied the deer, they are, though depleted in numbers, not by any means annihilated. The period during which it is unlawful to kill a moose anywhere in the Province expires on the 25th day of October, 1895. This day of expiry appears to be awaited with considerable anxiety by hunters and others, and the intention is quite generally expressed to begin a slaughter of the moose as soon as the law allows. It would be a matter of regret if this noble animal were exposed to the danger of extermination, and there is some reason to apprehend that this will be the case if the protection now existing is withdrawn. I would strongly recommend that the clause prohibiting the killing of moose be re-enacted, and the time extended for a further period of five years.

In a district such as this, where human companionship is almost entirely lacking, the presence of wild animals relieves the solitude of the forest and adds much to the pleasure of existence. As a rule, they are seldom seen or heard, for their keenness of scent and vision enable them to avoid intruders long before there is any danger of being themselves discovered, but occasionally a sudden turn in a stream will bring the occupants of a canoe upon a moose submerged in the water to get rid of the flies, or of a bear feasting on the raspberries where they grow the thickest. On one occasion last summer I was

paddling down stream with one or two of the rangers when we unexpectedly came upon a moose cow with two calves in the water. The mother plunged out upon the bank, followed, but more leisurely, by the young ones. We landed and had little difficulty in approaching the calves, who exhibited few signs of fear. We petted and rubbed them, and offered them some pieces of bread, which they at first refused, but afterwards ate with relish. All this time the cow stood some little distance away, endeavoring to the utmost of her ability to attract the attention of her offspring, but to no purpose, as the latter seemed to be fascinated by their newly found friends. Even when we took to our canoes and paddled away, the young moose were unwilling to be parted from us, and ran in our wake for some time along the bank of the stream. Though there is little harm to be apprehended from the wild beasts of the Park, there is just that spice of danger which is sufficient to give zest to the sometimes arduous duties of the ranger. One day while exploring for a better portage, and separated from his companions, one of our party encountered two bear cubs feeding on the berries. He knew the dam could not be far away, and that if he wished to secure the cubs or either of them it was necessary to act quickly. Unfortunately his rifle was not loaded, and, while endeavoring to get at the only cartridge in his possession, the she-bear came crashing through the bushes and he concluded not to contest the field with her. While travelling through the Park in winter, either singly or in pairs, the rangers are frequently shadowed by a single wolf, whose motive may be curiosity or a desire to take advantage of any mishap occurring to those he follows. This unwelcome attendant is very rarely seen, and if it were not for the tell-tale footprints which he leaves in the snow his presence would be unsuspected.

Wolves continue to prove themselves very destructive to the deer, and appear to be at least holding their own, if not actually increasing in numbers. Protection to the deer is protection to them, and the tendency will be for them to grow more and more numerous unless some systematic means are taken to kill them off. Like the bear, the wolf has no beast of prey to make war upon him, and the sole resource is to compass his destruction at the hands of man. I hope during the present year to devote part of the time of the ranging staff to an effort to get rid of some of these pests.

While treating of animated nature in the Park, I may say that it has more than once occurred to me that it would be quite feasible to introduce additional varieties of game birds. At present the chief, if not the only sorts are partridges and ducks, the latter being comparatively scarce. I see no reason why the prairie chicken should not thrive in Algonquin Park. There is abundance of food for all birds of the grouse or partridge family, to which the prairie chicken belongs, in the buds of trees, etc., and the climate of the Park is certainly not more severe than at Rat Portage or on the northern shore of Lake Superior, where the prairie chicken is said to be plentiful. Two or three dozen pairs of half-grown birds might easily be caught at the proper season and transported to the Park, where they could be set at liberty and I believe would multiply rapidly. If the district proved suitable, they would soon spread beyond the limits of the Park, and would be a valuable addition to the game birds of the Province. A similar experiment might be tried with the Rocky Mountain grouse, which would also, in my opinion, breed freely in the Park.

In the month of November I procured a quantity of wild rice from Peterborough for the purpose of sowing it in spots where it would be likely to grow and provide food for the wild ducks, whose numbers it would be advisable to increase, if possible. Owing to the ice forming a day or two after receiving the rice, I was not able to sow more than half the quantity, which I placed in the shore waters of several shallow lakes with muddy bottoms. The remainder of the seed I shall sow next spring. I am in hopes the condition will prove favorable, though wild rice does not seem, so far as I can learn, to be indigenous to any portion of the Park.

REFORESTING AND LUMBERING OPERATIONS.

The time will soon arrive when there will be leisure to turn to other aspects of the work than those which have hitherto chiefly engaged our attention. I think that a systematic attempt might be begun to reforest some of the areas of the Park which have been denuded of their pine trees. My opinion is that this could best be done by sowing the

pine seed, and with this end in view, I shall endeavor to procure a quantity of white pine seed during the present winter. We gathered a great many pine cones last winter in hope of extracting the seed, but the season seemed to be an off one, and the cones were invariably empty. I took with me from Toronto in the month of October about a bushel of acorns, and have planted about half this quantity in places in the Park which appeared suitable. I believe the oak will grow there, as it is found on the northern boundary in fair-sized trees. It is also my intention to test the adaptability of the region for growing apple and other fruit trees and currant bushes. We have planted half a dozen apple trees of a hardy variety at headquarters on Canoe lake, and so far they seem to be thriving.

Operations have been carried on during the past year by various lumbering firms owning timber limits in the Park. In cutting and removing the pine timber they are, of course, simply taking possession of their own property, which they have bought and paid for, though certainly one could wish that the methods of removal were not so rough and so detrimental to the remaining forest as they sometimes are. One of the greatest risks which a lumbering firm must run is the ever-threatening one of fire, and to assist in the prevention of fire is one of the most important duties of the staff of Park rangers. It is pleasing to be able to report that notwithstanding the extreme dryness of last summer, and the very serious fires which raged elsewhere in America, and even in some parts of Ontario, no damage was done to the timber in Algonquin Park. I am not aware that any fires whatever took place. This exemption is due not only to the efforts of the Park rangers and the fire-rangers employed by the Government and lumbering firms, but also to a growing carefulness on the part of the public in the use of fire while travelling through these wooded districts and an increasing desire to comply with the terms of the law respecting fire.

One feature of the lumbering operations which seems to call for some comment is the building of dams on streams, usually at the outlet of lakes, for the purpose of raising the height of the water and so facilitating the "driving" of sawlogs. That this is a necessity in order to get the logs to market I willingly allow, and if certain precautions which I shall mention were adopted, there would be no objection whatever to the practice. But the effect of the waters of a lake being allowed to stand for a considerable length of time at a high level is very disastrous to the timber growing on the banks overflowed by the water. The trees die, and the earth in which their roots are fixed being washed away, they fall, and when the waters are reduced to their usual level there is a fringe of dead and dying trees, some standing and some fallen, all round the lake, furnishing a dismal scene greatly in contrast to the fresh, green woods which formerly stood in their place. This is not an imaginary evil, but is found wherever the damming of lakes has been resorted to for the driving of logs and where no attempt has been made to prevent injury being done to the timber on the shores. In some cases where the banks are flat and marshy the waters at their increased level stretch inland for a considerable distance, and do a corresponding amount of damage. The waterways in Algonquin Park afford almost the only means of travel, and the effect on the mind of the visitor of seeing dead and decay-vegetation where over-arching trees once mirrored themselves in the water is very depressing. Dams have recently been erected or are in process of erection on several lakes in the southeastern portion of the Park, and it is most important that they should be so constructed and managed as to do as little damage to the timber as possible. If the water is kept dammed back in the spring for only long enough to drive the logs, and the lake is then allowed to fall to the natural level, little or no harm will be done. To enable the water to escape freely the dam should be provided with a wide and deep outlet sufficient to lower the water in a short time. Sometimes the water is retained at the high level not for driving purposes, but to make streams navigable for small steamers of the "alligator" variety. It is decidedly open to question whether this should be allowed to be done at the expense of marring the beauty of the Park.

There are a large number of dams on the Park waters, but none of them are provided with fishways or ladders, and the result is that in many places the fish are unable to ascend the streams and are consequently decreasing in numbers. I would strongly recommend that all dams should be provided with sufficient outlets and with fishways, and that it be not permitted to retain the water sufficiently long to damage the timber.

RAILWAY CONSTRUCTION IN THE PARK.

The Ottawa and Parry Sound Railway now in process of construction from Ottawa to Parry Sound has reached a point about ten miles from the southern boundary of the Park at Long lake, in the township of Airey. The route which the railway will follow through the townships of Sproule, Canisbay, Peck, Hunter and McOraney in the Park has been largely located, and the contract for building a 20-mile section of the line from Long lake is shortly to be let. The building of the railway will bring into the Park perhaps some thousands of navvies, and will very materially increase the work of the staff during the coming season, particularly as regards the preservation of the game and fur-bearing animals and the prevention of fire. It is likely that a temporary increase of the ranging staff for the summer while the railway is being built will be required. The contractors for clearing the right of way should be obliged to dispose of all timber cut on the track in such a way as not to leave any of it in the woods on either side. Tree tops, branches, etc., removed from the right of way and thrown into the bush provide precisely the material most likely to bring about disastrous fires.

The water in the rivers and lakes of the Park during the past year was unusually low ; lower indeed, than at any other time for the past ten years. No doubt this was due to the extraordinarily dry season. The total fall of snow in the winter of 1893-94 was 109½ inches, of which 54½ inches fell after 1st January. The snowfall of the present winter (1894-95) has so far been light. The first snow of the season fell on the 14th of October to a depth of 9 inches, but this disappeared on the second day. Snow fell on the 13th of November and remained on the ground. Ice formed on the rivers on the 7th of November, and the lakes froze across on the 29th of the same month. There was frost in every month from May to December. Thermometer readings were taken only during the months of November and December. In the former month the highest temperature was 50° above zero, and the lowest 9° below. In December the highest was 42° above zero, and the lowest 2° below. The summer of 1894 was very warm as well as dry, and in June and July the flies were unusually bad—well nigh intolerable.

The number of visitors to the Park last year was not large, owing no doubt to its still being comparatively inaccessible. The colonization roads being built from Dorset to South Tea lake, and from the Huntsville and Dwight road to Canoe lake, but especially the Ottawa and Parry Sound Railway, will give increased facilities for getting into the Park, and a much greater number of tourists may be expected to avail themselves of the privilege of spending a few days in the cool recesses of this northern forest during the hot days of summer. Under the regulations provided by Order in Council, no visitor is allowed to fish without a license from the Commissioner of Crown Lands or the Superintendent of the Park, and then only with hook and line and for purposes of food. Several such permits were granted last summer. The fishing in some parts of the Park was excellent.

The present staff of the Park is as follows, in addition to the undersigned ; John Simpson, Chief Ranger ; Stephen Waters, Timothy O'Leary and William Geall, Rangers. MESSRS. D. A. ROSS, James Sawyer and Daniel May were also employed for broken periods as temporary rangers. I am glad to have this opportunity of bearing witness to the efficiency of the members of the staff, and their desire to forward in every way the success of the undertaking.

I have the honor to be, Sir,

Your obedient servant,

PETER THOMSON,

Superintendent Algonquin National Park.

(Appendix No. 40.)

RONDEAU PROVINCIAL PARK.

MORPETH P. O.,
12th January, 1895.Hon. A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

SIR,—I have the honor to submit this my first report as caretaker and ranger of the Rondeau Provincial Park, to which position I was appointed on 9th May, 1894.

The Park consists of a sandy peninsula, known as Pointe aux Pins, jutting out from the east limit of the township of Harwich, Kent county, into Lake Erie, and no doubt, owes its origin to the currents and waves of the lake, being composed almost wholly of sand and pebbles. It is attached to the mainland by a narrow neck, but increases greatly in width as it leaves the shore. Curving to the west and meeting a long, narrow tongue of sand sent out from the land farther up the lake, it encloses the safe and commodious, if shallow, harbor known as Rondeau, whose only communication with Lake Erie is by means of a cut at the junction of the peninsula and the sandy spit referred to, where a lighthouse has been built by the Dominion Government. The area of the Park is 4,446 acres, which does not include a block of about 500 acres of the southern portion held by the Dominion Government as ordnance land. The sandy soil of the Pointe has, in course of time, become covered with vegetable mould sufficient to sustain a vigorous growth of timber of the kinds mentioned below, and in the lower or westerly parts, which are more open, grass grows luxuriantly.

It has been the custom for large numbers of cattle to be driven on to the Pointe to graze, and in many cases they were turned out in spring and allowed to remain without intermission until the fall. In fly time, tormented by the mosquitoes and other insects, the cattle used to paw the sandy surface of the ground and throw it in the air, in this way denuding considerable areas of their grassy covering, and leaving the sand open to be blown about by the wind. Swine were also herded on the Pointe, and did their share in rooting up the grass and extending the area of the sandy spots.

The Pointe has long been a favorite resort for campers and picnic parties from the surrounding country, as it is the only place of the kind in this part of the Province to which the public have free and unrestricted access. It is admirably adapted by its situation and surroundings to serve as a place of summer residence, affording both the leafy shade of the forest and the cooling breezes of the lake. Owing however to this practice of pasturing live stock, those portions of the Pointe usually frequented by picnickers and pleasure seekers have lost some of their attractiveness, which will soon return on the regulations being enforced forbidding the entry of such animals into the Park.

The waters of the Rondeau on the northern side of the Pointe have been the feeding ground and shelter for thousands of wild ducks from time immemorial. Every autumn they come in vast numbers to feed on the wild rice, water celery and other edible plants which grow along the reedy shores of the Eau. Many varieties of duck are found among them, including the canvas back, the red-head, the bluebill, the butterball, etc. Sportsmen are attracted by the presence of the ducks, and come in scores, not only from the vicinity of the Pointe, but also from distant parts of the Province, to enjoy a few days'

shooting in the fall and early winter. The large numbers of duck that are killed every year do not deter their successors from coming the following season, but of late years the flocks seem somewhat diminished, probably because of the increasing eagerness with which they are being pursued.

Rondeau Park contains probably the largest and finest block of timber left in this section of the province. It is still densely wooded in the upper part, and remains a fragment of the original forest which covered this part of southern Ontario to enable the present generation to judge of its beauty and variety. It is doubtful whether any other part of America of equal area could present a greater number of distinct species, or a more splendid growth of individual trees, than this part of the Province in its primeval state. Cultivated fields have now replaced this grand forest almost everywhere, except in this corner which, owing to its situation and sandy soil, has been reserved from sale by the Government, and has thus been preserved to a considerable extent unimpaired.

The timber in Rondeau Park is of very luxuriant growth, and is remarkable as comprising the only grove of pine known to have existed in the lower portions of the southwestern peninsula—hence the name, *Pointe aux Pins*, or *Pine Point*. The following varieties are to be found in large quantities: ash, hickory, basswood, whitewood, white oak, red beech, maple, elm, butternut, and some black walnut. The last named valuable tree was once very common in this part of Ontario, but in the early days it was prized principally because of its being easily split, and miles of snake fence in this country have been made of black walnut rails. Pine is also plentiful. Sassafras trees of considerable size occur, as well as numerous other kinds, both large and small. Many of the trees are large and high, and the impression conveyed in passing through the woods is that of an English gentleman's park. Partridges are frequently seen in the bush, and snipe along the edges of the Eau. Other forms of animal life are squirrels, foxes, etc. The wild turkey was once plentiful in the Lake Erie counties, but is now almost extinct, if not entirely so. I would suggest that an effort be made to preserve this king of Ontario game birds from annihilation by placing a few pairs in the woods on the Park, if it be still possible to procure so many. No doubt, if unmolested they would breed, and perhaps in time re-stock the Park. Quail also, and prairie chicken (if not too far south) might be introduced with good prospects of their increasing in numbers.

There is a considerable quantity of fallen wood, which could be made use of, some of it as fuel, but nearly all of the hard woods such as ash, beech and white oak, could be utilized for building material, being especially fit for joists, plank, scantling and rafters. Some of the older trees are dying at the tops from age and exposure and will soon decay, but the younger growth of timber is rapidly filling in the gaps made by the fallen ones. It would be advisable, in my opinion, for the Government to make use of this timber in the construction of such buildings and other work as it may be found necessary to provide. A dock on the Rondeau side is certainly wanted, at which boats could land passengers in comfort and safety, the present rickety structure being insufficient and indeed unsafe. A substantial wharf and pier reaching out to the deep water, perhaps 500 feet from shore, could be built on the site selected at a cost of about \$600. The dwelling house in which I am at present living is a building put up by the Weldon Bros., who had a lease from the Government of part of the Pointe, and used by them as a hotel. It is suitable for a summer residence only, and was never intended to withstand the icy winds of winter. It has been taken over by the Government on the Weldon lease being cancelled, at a cost of \$800. I think it might be rented in the summer season for a sum at any rate equal to fair interest on the purchase money. A cottage for the Ranger who has to reside on the Pointe the year round would seem to be necessary. There are a large number of visitors every year in the form of picnickers and pleasure seekers on holidays. At present there is little or no accommodation or shelter for such parties, and in order to render the Park attractive and provide cover from the weather, facilities for serving meals, etc., I would suggest the erection, in the near future, of a pavilion something after the nature of those usually found in resorts of this kind.

There is plenty of dead and dying timber of the various sorts to furnish the lumber for these several structures, without at all interfering with the beauty of the Park, or depriving it of any of its healthy and vigorous trees. A small portable mill could be

placed on the Pointe, and such trees as are already lying on the ground or evidently advanced in decay could be sawn into lumber at a comparatively small expense. Care would of course be taken by personal inspection, to select only such trees as came under the category of dead and dying timber. At a rough estimate, I should judge that the quantity of timber answering to this description would amount to about 200,000 feet, b.m., the principal kinds being white pine, white oak, whitewood, basswood, black ash and beech.

The road leading into the Park was so sandy as to be almost impassable, but upon your recommendation and direction I have caused a portion of it to be covered with a thick bed of gravel taken from the Eau shore. The experiment upon the part so gravelled seems to me to be a successful one.

Heretofore intoxicating liquors have been sold at the Rondeau, and until the Park Act was passed at last session of the Legislative Assembly no restrictions existed as to the sale of liquors there. Nothing of this kind will of course now be allowed, and it is hoped that perfect order can be maintained even in the large crowds which are accustomed to visit the Park on Dominion Day and other holidays.

Having secured temporary residence upon the Park by renting the house already mentioned, I began the work of superintending and looking into the needs of the place, and performing such duties as devolved upon me by direction of your Department. A few individuals tried to give me some trouble at the start by infraction of certain provisions of the Act, but by promptly taking legal proceedings I obliged them to desist. They gave their undertaking to quit the premises, and no trouble has since been made by these parties or any others.

Having been appointed deputy warden by the Game and Fish Commission, I had also to see to the enforcement of the law governing fish and game at the Park and vicinity. I found that as a result of the use of batteries the wild ducks were becoming very timid and reluctant to alight on the Eau, and I therefore forced the batteries to withdraw from the central part of the Eau waters to the vicinity of the shore. Another year I would not allow these to be used at all, as they are not only in contravention of the terms of the Game Laws, but by causing undue slaughter of the duck, are very injurious to the game interests of the Park.

A little over a month ago I sowed a quantity of wild rice in the water where the depth ranged from half a foot to two feet along the east and northerly shore of the Eau.

The Department having decided to lay out a number of lots to be leased as sites for summer cottages and indicated the locality for same, I attended with the surveyor, Mr. Malcolm, when he surveyed the lots, both on the Eau and Lake Erie sides. Already applications have been received for more than the number laid out on the Eau shore.

As a summer resort the Rondeau Provincial Park will be popular and healthful.

I have the honor to be, Sir,
Your obedient servant,

ISAAC GARDINER,
Park Ranger.

(Appendix No. 41.)

REPORT
OF
THE SUPERINTENDENT
OF
COLONIZATION ROADS.

To the Honorable A. S. HARDY,
Commissioner of Crown Lands,
Ontario.

SIR.—I have the honor to present the following report of works executed under the management of the Colonization Roads' branch of this Department during the year 1894.

Two hundred and four miles of new roads were opened during the season, five hundred and sixty-five miles were repaired, and twenty-six bridges built, their total length aggregating three thousand nine hundred and sixty-seven feet.

The year was generally a favorable one for work of this character and in consequence, a very satisfactory amount was done as a perusal of the report will attest:

NOTH DIVISION.

BATCHEWANING ROAD.

From the 12-mile post, which is the point where repairs were ended last year, a mile and a half of substantial work has been done over a rough, rocky section.

BIGSBY ISLAND AND RAT PORTAGE ROAD.

A winter road, the course of which is from Rainy River north to Little Grassy river; thence across water to Bigsby island, and on to connect with the road to Rat Portage.

The chief work now in progress is that portion from Rainy River north about nineteen miles, and is intended to serve settlers who have taken up lands near Grassy river, and save long distances to inhabitants in many instances.

The south end of this road is between sections 27 and 28, township of Worthington.

BRIDGE REPAIRS, WEST ALGOMA.

These repairs are in consequence of damage to the large bridges over Kaministiquia river by the ice and freshets of last spring, the chief one injured being that to the west of Slate river. Ice upon the river being necessary before beginning work the repairs are only now in progress.

CHELMSFORD CREEK BRIDGE AND ROAD.

Three miles and a half of road repairs, and a new bridge having a main span of forty-three feet and full length of ninety feet.

From Chelmsford one mile of new road was also opened, and a further length of three-quarters of a mile chopped and stumped.

CROZIER AND LASH ROAD.

Continuing this road which was commenced last year, a mile and a half was opened beginning at the east corner of lots five and eight Crozier, and extending west between these lots and of lots six and seven to within half a mile of the east boundary of Devlin; with half a mile of ditching, and nearly half a mile of repairs upon last seasons' work.

A ditch for drainage was also opened from a lake situate in the northeast quarter of section 6 Crozier, to a creek which empties into Rainy river on lot number thirty-eight Roddick. This ditch is a mile and three-quarters long, four feet wide, with an average depth of about four feet. The creek itself was also cleaned out and deepened along a length of one and an eighth mile. This latter work the inspector writes, will be of immense benefit to the property through which it passes, and will aid in the settlement of the district; in fact, he says, settlers have already taken up land along the line of the ditch, which they would not have done before. Its value in draining the roads too is also great, as the inhabitants will attest.

Another report from that locality states that the drain above mentioned has lowered the lake several feet, and that it will have a relatively beneficial effect in lowering water in the surrounding Muskegs.

DAY AND BRIGHT TOWN LINE ROAD.

This work was commenced at the corners of Day, Bright and Thessalon, and a mile and three-quarters opened on the boundary between Day and Bright, mostly through a swamp. In addition to the above a good bridge was built on the Bright Additional road and half a mile of new road opened.

DEAN LAKE AND MISSISSAGA ROAD.

A new road opened from the centre of section 20, township of Thompson eastward three miles to the Mississaga river. It is well made as a good winter road.

ECHO RIVER ROAD.

Two miles chopped, logged, grubbed and levelled, and half a mile graded; thus opening a highway from the Great Northern road to Echo Bay station.

GORDON AND ALLAN 10 AND 11 CON. ROAD.

On Manitoulin Island, is on the concession line named, the work being from lot number four of Gordon eastward to lot twenty-three of Allan township, some three miles which were well opened and graded.

GRAND PORTAGE ROAD.

Very permanent repairs were made, continuing from work of last year, namely, the west boundary of the township of Wells a mile and a half westward. It is the principal highway in that locality.

GRASSY RIVER ROAD.

This road is from Rainy River near the mouth of Pine river, connecting with the road which is constructed from section 35 Dilke north to the town line between Patullo and Nelles; and when Pine river is bridged and the road finished settlers will be able to reach Rainy River at all seasons. The work this season was a mile and three-quarters well opened and grubbed, with half a mile of the same graded also.

GREAT NORTHERN ROAD.

Twenty-four miles of this main highway were more or less improved, chief attention being given to the repair of bridges and culverts. The inspector reports the portion improved to be now very passable.

HONORA BAY AND SUCKER CREEK ROADS.

Two works on the Manitoulin Island, the first of which—Honora Bay road—was continued from the ending of last years work in the township of Howland, parallel with the Bay shore, and extending from Honora Bay to join a road into Little Current, the market of the settlers in that neighborhood, and of which two and three-quarter miles were well opened and ditched throughout.

The second road—Sucker Creek and Assignack road—is a mile and a half of new work beginning at a point between lots twenty-one and twenty-two, and between concessions two and three Assignack, thence westward twenty chains, thence south between lots twenty and twenty-one fifty chains to the blind line between concessions three and four, and thence west on said blind line fifty chains.

MASSEY, MAY AND SALTER ROADS.

In the township of May there was opened nearly a mile and a half of road, being between lots ten and eleven from the second concession north; and repairs in the same township were extended over nearly five miles, from Spanish River on lot twelve in the second concession south through the centre of lot twelve, to the south boundary, and from thence eastward to lot number eight. Again, from the boundary between Sheddon and Victoria, west to Spanish River station on the O. P. Railway, two miles were opened, and there is now, the inspector says, a good road from Spanish station to Webbwood—twenty-five miles.

MISSISSAGA FERRY.

This work is the building of a crib and other work for the protection of a scow used as a ferry across the Mississaga river in the township of Thompson.

It is reported that three to five hundred persons use this scow each year as their only means of crossing the river.

MORLEY TOWNSHIP ROAD.

Opened from the termination of that previously built, to the south angle between sections 34 and 35 of Morley, and thence eastward between sections 26 and 35, one mile, or total length of one mile and sixty-four chains. Along this route for drainages purposes a ditch nearly three quarters of a mile in length was opened on the

west side of the north and south portion, and continued a further distance of sixty-eight chains between sections 34 and 35, to meet the east branch of Pine river, near the town line between Morley and Patullo.

During the progress of the work bush fires which prevailed to an alarming extent destroyed a considerable portion of the road, involving the repair of more than three quarters of a mile: the total sum of the work done was therefore one mile and three quarters of new road opened, three quarters of a mile of repairs, and one and three quarter miles of ditching, and as to the latter of which a report has been received to the effect that the ditches cut have been of great benefit in draining the muskegs drying the roads.

NORTH OF SCOTLAND ROAD.

One mile of road opened between concessions fourteen and fifteen, of Allan township on Manitoulin Island, from the centre of lot twenty-seven eastward to lot number twenty-three.

OLIVER TOWNSHIP ROADS.

Four miles and a quarter wrought over, of which two miles and fifty chains were the opening of new roads, and the work as follows:—Seventy-three chains of chopping and grubbing on the line between lots twelve and thirteen of the fifth concession; one mile and a quarter opened between lots eight and nine in the third concession; half a mile of chopping and grubbing between the third and fourth concessions across lots two and three, with repairs which included the opening of tap drains where necessary, and the introduction of many culverts. Excellent work is reported throughout.

OUIMET AND BLACK BAY ROAD.

Slight repairs of damage to bridge and road by fire.

PAIPOONGE BRIDGE.

An important bridge constructed over the Kaministiquia River on or about lot number thirteen, and between concession A and concession one north of the river in the township of Paiponge.

The total length of the structure is four hundred and sixty-six feet, comprised of three one hundred feet clear spans or openings, one sixty feet span at its east end and one fifty feet span at its west end, which, with the piers and approaches, make up the entire length. The superstructure is about fifteen feet above the average water line and nine feet above the highest ascertained flood line.

The work of construction was begun in the winter of 1893-94, when the season would permit the securing of timber, which in that district for heavy bridge work is now difficult and expensive to obtain; and the doing of the work upon the ice, which was also desirable. It was fully completed during the first four months of the present year, and is reported as a very fine and most substantial work.

PARKINSON ROAD.

About one mile of grading and the improvement of a very heavy hill in the fourth concession of Parkinson. The work is reported as of a most substantial character.

PIGEON RIVER ROAD.

Two miles and a half of this road were chopped and grubbed from the end of last year's operations to make intersection with the old Pigeon river road on lot number ten in the fifth concession of the township of Blake, of which length fifty-two chains were graded, and in addition six bridges were constructed, having an aggregate length of four hundred and six feet.

Again, on the side line between lots thirteen and fourteen, Paipoonge, thirteen chains were graded to open a road between concession A and Paipoonge bridge, before described, and also on the side line between lots fifteen and sixteen, fifty chains were brushed and one hundred and two chains graded, making thus nearly five miles of work, one-half of which may be said to be new; and as to the first mentioned portion (Pigeon River road), the inspector says it passes through and opens up a fine tract of first-class agricultural lands.

PINE PORTAGE ROAD.

On this road nearly three miles and a quarter were graded. The country through which it extends on its way about the east side of Lake of the Woods is rough and broken, but when opened through will be most useful, and as it now is, the only land route between Rat Portage and the Rainy River district, accommodating on its way a number of mining interests.

PORT LOCK AND DESERT LAKE ROAD.

For the grant of \$500 two miles of road were completed through a low clay swamp, which was ditched on both sides, and the necessary culverts and bridges built.

The work done is reported excellent, but the road is not yet completed to Desert Lake.

RAINY RIVER ROAD.

From lots fourteen to twenty-five, Morley, a single ditch about one mile and a half long was opened for the improvement of the road and for drainage purposes, and there were also two culverts and one small bridge built on the same portion of road. In the township of Lash, at Lockington, a bridge one hundred and seventy-seven feet long was built, and another on lot twenty-eight, Lash, one hundred and eleven feet long. All this work is said to have been done in a very satisfactory manner.

ST. JOSEPH ISLAND ROADS.

Nearly two miles were opened between lots twenty and twenty-one across concessions twelve to fifteen, and a mile and a quarter from concession I., through H. G., also between lots twenty and twenty-one. On the tenth side line, between Hilton road and P line, a mile and a quarter of repairs were effected in cutting down hills and other work; also on the A line, between concessions C and D, three-quarters of a mile of ditching was done, giving a total of three and a quarter miles of road opened, and two of extensive repairs.

SPANISH RIVER ROAD.

Eight and a half miles were repaired from within a mile and a quarter of Massey station to Webbwood, and the road farther opened eastward about four miles. A bridge was also built over Webbwood creek one hundred and thirty feet long, the superstructure resting upon seven bents and two large cribs. This being the main read in the district is a valuable work and of great advantage to the settlers generally.

TRILLA BELLE ROAD.

The Trilla Belle Nickel Mining and Concentration Company have constructed a highway from their mines, situate on or about lots ten and eleven in the third concession of the township of Trill, in a southeasterly direction to the Drury Mine on lot number three in the fifth concession of the township of Drury, where it unites with the Worthington road, by which the railway is reached. The company have opened some seven or eight miles of the road, and by agreement the sum of one thousand dollars has been paid as a contribution towards the work, which is in the interests of the district for both agricultural and mining objects.

WOODYATT ROAD.

Two miles of chopping and grubbing and an almost equal length of ditching has well opened and completed this road to the point where it will be intersected by the Crozier and Lash road. The ditching was done for the double purpose of drainage and formation of the road, and the result, the inspector says, is the location during the present year of some twelve lots along and near this road and ditch.

WORTHINGTON ROAD.

A road from the Canadian Pacific Railway northward, in the township of Drury, and opened this year two and a quarter miles, one-half of which has been properly graded, the balance being only well grubbed and levelled. It connects with the Trilla Belle road previously mentioned.

WEST DIVISION.

ALSACE ROAD.

From the Rosseau and Nipissing Road repairs were made over six miles and the road very much improved. With the bridges built on this highway during the season and described under the titles of South River bridge and McGillivray's creek bridge, a good line is opened to the Grand Trunk Railway and into the township of Chisholm.

ARMOUR, 6 and 7 CON. BRIDGE.

A bridge one hundred and three feet long over the Magnetawan river on the concession line indicated, the main opening or span of which is sixty feet in the clear, with a pile substructure.

The cutting down of a hill for an approach to the bridge caused an over expenditure of about \$20.

AXE CREEK BRIDGE.

This is a structure forty-seven feet long which replaces one of much greater length previously built, but which extra distance is now filled in permanently.

In connection with the bridge work, three quarters of a mile through concession twelve and part of concession eleven of Stisted, was well repaired. The municipality of Stisted contributed fifty dollars of the outlay.

BEAR LAKE ROAD.

This road has been continued to completion and now forms a through route to the new railway station as intended.

The portion made this year is between concessions six and seven across lots six to one; thence northward through lot number one in the seventh and eighth concessions all in the township of Spence, and being a mile and a half of new work.

BETHUNE, 12 AND 13 CON. ROAD.

A mile and a half of new work, half a mile being across lots six and seven to connect with last year's work on the fifth side line; the remaining mile being across lots ten to fifteen; the intervening portion having been previously opened.

CARDWELL, 25 AND 26 SIDE LINE ROAD.

In this instance two miles were opened, beginning at the Cardwell road on the sixth concession, and continuing from thence northward through lot twenty-six of the seventh concession and part of concession eight, and on through lot twenty-five of the ninth concession as the road allowance could not be followed. It is a valuable connection enabling settlers living about and near the eighth and ninth concessions to reach Rosseau, their market.

CHRISTIE AND HUMPHREY T. L. ROAD.

The chief work was filling in for a length of six hundred and sixty feet an average depth of four and a half feet to overcome and make passable a low drowned swamp. The embankment represents about 2,400 cubic yards of filling costing about 20 cents per cubic yard.

It was intended to build a bridge over a branch of the Seguin river but the grant was insufficient.

COMMANDA LAKE ROAD.

Three miles and a half of very permanent repairs from the ending of last year's work to lot number thirty-one in the second concession of Patterson, and the road to this point said to be the best one in the district.

CROFT, 25 AND 26 SIDE LINE ROAD.

Through a heavily timbered and rough country nearly two miles were opened through concessions nine to twelve and if completed to the Magnetawan river in the thirteenth concession, would give the settlers a road to Ah-mic harbor, their natural market.

DENVILLE SWAMP ROAD.

Along the flats of the Black creek where the roadway was low and subject to annual flooding it was raised by ditching and otherwise above the water line, requiring a filling of about eighteen inches for a distance of eighty-nine rods. The length of repairs were altogether about one mile.

DISTRESS RIVER ROAD.

Repairs between lot ten and lot twenty-seven and between concessions eight and nine of Chapman. A bridge over Distress river was also renewed.

DORSET AND TEA LAKE ROAD.

From the village of Dorset in the district of Haliburton the course of this road is in a northerly direction across a portion of the township of Sherbourne, passing from thence into the township of McOlintock, and, bearing eastward, proceeds into the township of Livingstone; again turning almost due north, it goes into the township of Peck, ending at the southerly end of south Tea Lake, a distance from Dorset of twenty-eight miles. In 1881 two miles were opened, beginning at Dorset; during 1886 and 1887 there were eight miles opened; and this season nine miles of the ten mentioned were well improved, and two additional miles opened and made travelable.

There are settlers at three different points to whom, so well as to lumbermen, this road is most valuable, but generally the land is rough and rocky and unsuitable for farming purposes.

EAST RIVER BRIDGE.

A bridge on Sinclair road through the township of the same name, and which was strengthened and repaired as found to be necessary to preserve it from danger.

LEDGINGTON ROAD.

A mile and a half of work in improving portions, and in opening a new section through lot 15, concession 8, and part of 15 in the seventh concession of Christie; the municipality providing the right of way.

GOLDEN VALLEY ROAD.

Repairs from last year's work to the east limit of the township of Mills, two and three quarter miles. A bridge sixty-five feet long was built over Wolf river.

GURD AND HIMSWORTH ROAD.

The opening of one and five-eighths of a mile, beginning at the 4th concession of Gurd, and connecting with a road previously opened, and uniting with Alsace road. This road forms a connection with Westphalia road also, and is of great value to the inhabitants in reaching Trout Creek station on the railway.

HIGH FALLS BRIDGE.

Built over Muskoka river in the township of Macaulay about lot number 9, in the 6th concession. It is two hundred and fifty feet long, formed of one span and opening of forty-six feet, two spans thirty-six feet each, with the balance sixteen feet openings and earth approaches. The municipality contributed \$100.

HIMSWORTH AND CHISHOLM ROAD.

This work was commenced on lot number 2, between concessions 10 and 11 of Chisholm, and after reaching the town line between Chisholm and Himsworth, followed the said town line southward until a total length of two miles were made, about one-half being entirely new work through a green bush, the balance having before been to some extent opened.

HOUSEY'S RAPIDS BRIDGE.

This is the renewal of a bridge which was first erected in the year 1878 on the Ryde road in the township of the same name. It is one hundred and thirty-five feet long, having a main span sixty feet in the clear, the balance being sixteen feet openings supported by bents. It is understood to be an excellent structure.

KATRINE BRIDGE.

A new bridge over the Magnetawan river on the Muskoka road in the township of Armour. The old bridge had fallen down and settlers and travellers were obliged to cross the river by scow or other float.

The new structure is one hundred and twelve feet long; main truss sixty-two feet in the clear; abutments ten feet high, and the approaches together thirty-four feet, permanently filled in.

LAKE VERNON ROAD.

A road constructed upon a location made and provided by the municipality of Stisted and by them opened as a winter trail. It begins on the 2nd concession at lot number 28, thence through lots 27 and 26 of the 3rd concession, thence through lot 25 of the 4th concession, and thence through lots 24 and 23 of the 5th and 6th concessions to the seventh concession, a distance of three miles and fifty rods. The whole length was very much improved and is of great value to the settlers.

LEG LAKE ROAD.

Light but useful repairs were made along about five miles of this highway which passes through the townships of Muskoka and Wood.

LORIMER LAKE ROAD.

Repairs of a somewhat light character made over three miles or more, from lot number 6, in the 7th concession of Ferguson to lot number 13 in the 4th concession of Hagerman.

LOUNT ROAD.

The construction of nearly three miles and a quarter, beginning at lot number 11 between concessions 2 and 3 of Lount, and continuing eastward on the concession line to lot number 3; thence angling southward through lot number 3, concession 2, and lot 3 in the 1st concession to the boundary between Chapman and Lount.

MACHAR, 5 AND 6 SIDE LINE ROAD.

Beginning at the sixth concession, where work was ended two years ago, two and a quarter miles of new road were opened between lots 5 and 6, except only that in the 7th and 8th concessions, the road is entirely upon lot number 6, and rendered necessary owing to the flooding of the road allowance by South river. Of the length made, the last mile is opened sufficiently for winter traffic only, but the balance is properly graded.

MCGILLIVRAY'S CREEK BRIDGE.

A bridge on the Alsace road, lot number 21, concession 11, Himsworth, which is 50 feet long, having a pile substructure, cedar stringers, and well finished.

McKELLAR FLOATING BRIDGE.

A contribution of \$100 towards building a floating bridge four hundred and twelve feet long to connect lot number sixteen, concession B with lot A concession eight, which latter, the damming of Manitowaba lake has formed into an island. The cost of the bridge, the inspector reports, would be about \$300.

MONTETH, 10 AND 11 SIDE LINE ROAD.

Work was begun between the second and third concessions and continued on the road allowance between lots ten and eleven for about half a mile; thence through lot ten in the third and fourth concessions, the road allowance being impracticable; thence westward on the allowance between concessions 4 and 5 about 25 rods, back to the side line, a length altogether of a mile and a half, giving an outlet for settlers in the concessions named to the North Cardwell road.

MUSKOKA ROAD.

The opening of a mile and five-eighths from the end of last year's work to the Gurd road, between the sixth and seventh concessions of Gurd; the portion opened being between lots fifteen and sixteen.

NEIGHIC LAKE BRIDGE.

This work was referred to in last year's report as unfinished, ice being required for convenience in handling the material. It is now completed and is a structure 565 feet long, composed of 32 pile bents, with 16 feet centres and one opening of 35 feet; and is on lots 19 and 20 of the fourth concession of Croft.

NIPISSING, 6 CON. ROAD.

Repairs, with certain deviations, from the Nipissing road to lot 204, concession A, of the Rosseau and Nipissing road survey ; a length of two and a quarter miles.

OKA ROAD BRIDGE.

Built over Black creek on the Oka road in the township of Gibson.

A cheap structure had been erected about five years ago but found to be too low and without sufficient space for logs and timber.

The new bridge is 230 feet long, formed of bents, and cost \$342.98 of which amount the Muskoka Mill and Lumber Company contributed in cash \$114.33, as per agreement based upon their own estimate of \$450 as the probable cost and upon which basis they offered \$150 with the further agreement that should the cost exceed the estimate their contribution would be increased proportionately. The work was completed to the satisfaction of the Company as well as the Department.

PETERSON ROAD.

Three and a half miles of repairs from lot number 10, in the fifth concession of Muskoka township eastward. The work, which was of an expensive character is said to have been well and permanently done.

PERRY, 20 AND 21 SIDE LINE ROAD.

The opening of a mile and a half on the side line indicated, from the Monteith and Perry road northward to Magnetawan river, and to a bridge previously built ; thus opening an important highway for the settlers.

RAE'S RAPIDS BRIDGE.

A bridge renewed on the Perry and Monteith road over the Magnetawan river in the township of Perry. The structure is 132 feet in length, comprised of one main opening of 60 feet in the clear ; on the west end a 32 feet span, and at the east end a span of 16 feet. It is covered with 3-inch planking, and the main chords housed and protected against the weather. It cost, \$802.24, is nearly one hundred dollars below the estimate first made.

RAINY LAKE ROAD.

Operations, consisting of one mile of work in the township of Ryerson over a portion chopped out last year ; nearly half a mile in the township of McMurrich chopped and graded ; with a mile and a half of further repairs in the last named township. A road is now opened from the northerly portion of Ryerson to Sprucedale, and to the new railway.

ROSSEAU AND NIPISSING ROAD.

Some sixteen miles were more or less repaired between lot 115, concession A, and Commanda. Fifteen culverts were renewed, and the whole distance much improved.

SINCLAIR ROAD.

Repairs made over nearly eight miles, beginning at the end of last season's work, and ending at the Sinclair and Bobcaygeon road between the fourth and fifth concessions of Sinclair.

SINCLAIR AND FINLAYSON ROAD.

A road which, when completed, will reach the headquarters of Algonquin Park on Cancee lake, in the township of Peck.

This season eight miles were constructed, beginning near Bobcaygeon road on lot number 15, concession A, Sinclair; thence east through said lot to the town lot of Finlayson, and onward through lot number 1 in the 7th concession; thence northeastward through lots 2 and 3 of the same concession, and through lot 3 of the 8th concession, about the shore of Doty's lake, to avoid a very high mountain, and on the line of which a bridge one hundred and eight feet long is built. From this point the road runs eastward to lot number 12 in the last mentioned concession, where the "narrows" of Tasso lake is crossed by a bridge one hundred and ninety feet long; thence southeastward through part of lot 13, concession 8, lot 13, concession 7, and a short distance through lots 14 and 15 in concession 6, from whence the road turns almost due north through a narrow mountain pass, and through lots 15, 16 and 17 in the 7th concession of Franklin. The cost to complete this highway is estimated at about three thousand dollars.

SINCLAIR AND FRANKLIN T. L. ROAD.

Somewhat over a mile of this town line was opened, beginning at the Muskoka and Bobcaygeon road at lot number 17, and working eastward to lot number 12, giving an out let to some settlers who had not one previously.

SOUTH RIVER BRIDGE.

This bridge is one hundred and eight feet long, with main span of sixty feet in the clear, and two end spans of eighteen feet each. The main piers are of piles, each having twelve in number, and four piles are driven at each end to support the approaches. It is reported an excellent structure and remarkably cheap.

STEPHENSON TOWNSHIP ROADS.

A contribution of \$300 to the municipal council in aid of the repair of roads, conditional upon the production of evidence that double the sum had been spent. The reeve and treasurer have certified that more than \$800 were spent by them during the season, exclusive of statute labor, and pay sheets were also forwarded. The work done was chiefly upon Stisted road, Brunel road, and a deviation upon the fourth concession road.

STISTED, 15TH AND 16TH SIDE LINE ROAD.

One mile and five-eighths of a mile opened on this line through concessions 7, 8 and a portion of 9. The work was through heavily timbered land, and the contemplated road was not fully completed for want of more money.

STRONG AND JOLY, 8TH AND 9TH CONCESSION ROADS.

This work began at lot number 30 Strong, extending two and a half miles eastward to lot number 9 of Joly. Before these improvements the road was little more than a trail; now it is a very fair road, and very much used, the inspector says, by the settlers.

WHITESTONE VALLEY ROAD.

Repairs from lot 12, between concessions 2 and 3, westward to lot 23, all in the township of McKenzie, two and a half miles.

EAST DIVISION.

ADDINGTON ROAD.

Repairs from Cloyne north to the head of Massanoga lake, a length of eleven miles.

ADDINGTON BRANCH ROAD.

A road located by the municipal council, and thus described : Commencing at lot number 31, free grant, Addington road, in the township of Denbigh ; thence to lot 29, concession 16, and thence westerly on the boundary between Denbigh and Ashby to the southwest corner of Denbigh.

Of the above, two miles and a half have been opened and formed into a very good wagon road.

ALLAN LINE (GALWAY) ROAD.

Work commenced between lots 10 and 11, continuing from thence northward about half a mile.

ALICE, B LINE ROAD.

A mile and a half of new road opened from the Pembroke and Eganville road northward on B line, and the whole distance properly graded and finished.

ALICE, 6TH CONCESSION ROAD.

This expenditure was for the improvement of a very steep hill opposite lot 23, and the inspector reports the work as well performed.

ALICE, 14TH AND 15TH CONCESSION ROAD.

About half a mile of grading, principally upon a heavy hill on lots 13 and 14 on the concession line named—a much needed work.

ALICE, 20TH AND 21ST SIDE LINE ROAD.

The grading and proper completion of one mile from the end of last season's work southward.

ANSTRUTHER ROAD.

A general course of repairs from lot 35, concession 2, Anstruther, for three miles, and the erection of a bridge over Eel's creek one hundred and fifteen feet long, with openings of fifty-four and forty-two feet. The cost of the bridge was about \$330.

BAILEY ROAD.

The opening of half a mile of new road between lots 10 and 11 Widdifield, and three-quarters of a mile between concessions 1 and 2, from lot 11 eastward.

BOBCAYGEON ROAD

Four miles of heavy repairs from lot number 38, concession A, southward.

BONFIELD, 4 AND 5 CON. ROAD.

This work was of a very heavy character and therefore unusually expensive. Only a mile and a half of new road was opened from lot 14 eastward to the east side of lot 20.

BONFIELD, 6 AND 7 CON. ROAD.

The grading of two and a half miles from lot number 11 to lot number 23.

BONNECHERE BRIDGES.

Contributions were given towards the repair and renewal of two bridges which were built by the Department many years ago. For that at the head of Golden lake the sum of three hundred dollars was donated, upon condition that the municipality complete the work to the satisfaction of the Department, and which according to the inspector's report was done; the total cost being \$545.47.

For the bridge at the foot of Golden lake two hundred dollars were contributed conditional upon a like donation from the Dominion Government, one end of the bridge being upon Indian lands. The terms were carried out and the municipalities practically renewed the entire structure at a cost of altogether, it is stated, \$990.

BONNECHERE AND KILLALOE ROAD.

A new work of two and a half miles, and being from lot number 28, concession 9, North Algona, easterly to the bridge at the head of Golden lake, and thence southerly along the west side of the lake, to complete the length mentioned.

BOOTH ROAD.

This may be considered five miles of new road opened, as it was previously a mere trail from lot 25, Anstruther, northwestward. It is not graded, of course, but made fairly passable throughout the distance.

BROMLEY, 12 AND 13 PROOF LINE ROAD.

Three-quarters of a mile of substantial repairs on the line mentioned, of the 1st concession.

BROMLEY AND STAFFORD T. L. ROAD.

Repairs over three miles and a half of the town line named from the east boundary of Bromley westward.

BRUDENELL ROAD.

About two miles of permanent repairs from the Opeongo road between lots 279 and 280 of the road survey northward.

BRUDENELL AND HAGARTY ROAD.

From Emmet to the 16th concession of Brudenell two miles and a half were repaired; and again from the last mentioned point to the Opeongo road some two miles were also improved.

BUCKHORN ROAD.

About twenty miles of general repairs through the townships of Harvey and Caven-
dish, and four miles from the north boundary of Glamorgan southward.

BURLEIGH ROAD.

In this case, also, twenty-five miles of repairs were effected, from Burleigh Falls southward.

BURNT MILL ROAD.

The county of Peterborough granted \$50 and the township of Belmont \$25, which was passed into the treasury and afterwards spent, together with \$150 given by the government, in repairing six miles of road, from lot 11, concession 6, to lot 20, concession nine, of the township of Belmont.

CALDWELL ROAD.

Seven and a half miles properly graded and ditched from the west boundary of Kirkpatrick eastward. Repairs also between Warren station and Messrs. Keeling and Bowers' mill, including the repair of a bridge two hundred and twenty feet long.

CALLENDER AND NORTH BAY ROAD.

From Callendar station westward repairs were made of a substantial character over three and a half miles.

CALIFORNIA ROAD.

This road begins at the boundary between Camden and Sheffield on lot number 1, concession 13, of the last named township, extending from thence northward through concessions 13, 14 and 15, passing into the township of Hinchinbrooke, and ending again in Sheffield on lot 14 of the 15th concession. Six miles of this length were generally repaired.

CALVIN ROAD.

A mile and a half of road opened to complete a line between the Canadian Pacific railway and the Mattawa and Callender road two and a half miles southward, the work being from Eau Claire station on lot 18, concession 8, Calvin, southward.

CALVIN, 5 AND 6 SIDE LINE ROAD.

A road from the Mattawa and Callender road on the side line named, and this season repaired two and three-quarter miles southward to the south boundary of the township, and thence westward to lot number 7, where the north branch of Petewawa creek was bridged, together with another bridge on the route, which required one hundred and forty-five lineal feet of covering for the two structures.

CARLOW ROAD.

Repairs extending over four miles, namely: from the north boundary of Carlow southward two miles, and from the 9th concession northward two miles.

CARLOW BRANCH ROAD.

A new road beginning at a bridge built over York river between lots 20 and 21, and near the line between concessions 9 and 10 of Carlow, and thence northerly nearly one mile to intersect the old Carlow road at what is called "Monteagle Turn."

CARDEN AND ELDON ROADS.

Six miles of substantial repairs from lot number 4, Eldon, to lot 21, Carden; and between lots 5 and 6 two miles of heavy repairs were also effected, with half a mile upon the boundary line.

CAVENDISH ROADS.

There were seven miles of repairs made and one mile of new road : that is to say, repairs from between lots 30 and 31 and concessions 15 and 16 northward and eastward to the Buckhorn road, and one mile opened on the side line between lots 10 and 11 through concessions 15 and 16.

CHANDOS ROAD.

Work was begun at Apsley and continued eastward through Anstruther and Chandos, covering seven and a half miles.

COBDEN AND FORRESTER'S FALLS ROAD.

Repairs from a point about two miles east of Cobden for about three and a half miles going eastward.

COMBERMERE BRIDGE.

Twenty-five feet at the east end, and thirty feet at the west end, were permanently filled in, and the balance of the structure—except the portion renewed four years ago—supplied with new stringers and the whole covered with cedar six inches thick and sixteen feet long, and a new hub guard throughout.

DEAD CREEK BRIDGE.

This work is only in progress, as ice and sleighing were necessary for the most economical management of the work.

DEER LAKE ROAD.

The repair of eight miles, beginning at lot number 1, of concession 21, Cardiff, and continuing east to lot number 26, and then south to the 20th concession.

DEVIL CREEK BRIDGE.

An excellent bridge built over a creek of the same name, on the Monck road near Irondale, upon piers eleven feet high and an earth approach of sixty feet at the west, and one hundred and fifty feet at the east end, reducing in this way what was a long bridge to one of a much more permanent character, and now but thirty-four feet long of wood.

ELDON, 4TH QUARTER LINE ROAD.

Commencing at lot number 20, concession 5, this road was well repaired eastward three and a half miles to the same lot number in the 9th concession.

ELDON, 8 CON. LINE ROAD.

Altogether about six miles of repairs were made, the work being from lot 5, north to lot 20 ; and again on the 3rd and 4th quarter line.

The municipality contributed fifty dollars towards the work.

FERRIS AND NORTH BAY ROAD.

Of the portion previously opened, seven miles were more or less repaired, and opening then continued westward two and a half miles, intersecting what is called the Robert road, which latter the settlers have themselves roughly opened to South East bay.

FERRIS, 10 CON. ROAD

This work completes the opening of a road to North Bay from Nipissing Junction, and a through highway in that district which did not before exist. Two miles and a half is the amount of new road made this season.

FRONTENAC ROAD.

A bridge of a very substantial character and one hundred and thirty-seven feet long was built over Buckshot creek, and two and a half miles of road repaired from Plevna southward.

GALWAY AND CAVENDISH ROADS.

Beginning at lot number 14, concession 13, four miles of repairs were made westward. Of new work a mile and a half was opened from lot 9, concession 15, Cavendish, westward, while another mile was opened and completed on the town line between Galway and Cavendish, from the 15th concession northward.

GALWAY, 4 AND 5 CON. LINE ROAD.

Repairs from the Bobcaygeon road six miles eastward, and a mile of new road opened south on the extension northward of Nogie's creek road, and meeting the south portion on lot 11, concession 1, Galway.

GALWAY ROADS.

Between concessions 10 and 11 four miles were repaired, with three miles between concessions 12 and 13—seven miles altogether.

GANNON'S NARROWS ROAD.

This work was chiefly an extension of the road about three hundred feet into Pigeon lake, involving a filling of nine feet in depth. The county of Peterborough contributed \$150 and the township of Harvey \$50, or about one-half the money spent.

GARVIN ROAD.

About three miles of repairs from lot 16, concession A, Widdifield, eastward, two of which were very well graded, with some heavy work upon a hill called "Garvin's" to make it passable, as it was not before these improvements.

GERMAN ROAD.

A road in the township of Sebastopol starting from the Opeongo road about two miles west of Plaunt's corners, and between lots 8 and 9, from whence it is in a southerly direction for three miles, which were thoroughly gone over, repaired and graded. It had before been roughly opened by the settlers, but was in very bad condition.

GOODERHAM ROAD.

Is to Gooderham station on the Irondale, Bancroft and Ottawa Railway from Buckhorn road the distance being fifteen hundred feet, and passing through and upon lot 26 in the 5th concession of Glamorgan. The cost of the work, according to accounts furnished, was \$106.17, of which amount \$80 was contributed by the Government.

GRAHAM ROAD.

The length of this work is five-eighths of a mile, between lots 17 and 18 of Carden, reaching to the boundary of Carden and Mara. It is a filling through a muskeg averaging about three and a half feet in depth, and representing about seven thousand cubic yards of material taken from ditches upon each side, and the entire length gravelled. It is regarded as a very valuable work, effecting a great saving in distance between two important points.

GRATTAN, 6 CON. ROAD.

A new road opened from the Perrault Settlement road westward, on or near the 6th concession line, three-quarters of a mile. A bridge of cedar, one hundred and ninety-five feet long, was built over Constant creek, having a twenty-four feet opening, and properly protected by a handrail.

HAGARTY, 4 AND 5 CON. ROAD.

A continuation of last year's work, one mile, to complete the opening of the whole road, as at first contemplated.

HASTINGS ROAD.

The road and bridges were repaired from Rathbun station southward, to and including Dutch creek bridge, a length altogether of seventeen miles.

HASTINGS ROADS.

Repairs and improvements extending over nearly twenty-nine miles were made upon ten different and comparatively short roads leading, for the most part, from main roads into cheese factories, which exist in considerable numbers in the county of Hastings. Heretofore the lumber industry has been the chief source from which settlers derived profit, by the sale of produce, but this is now largely ended, and cheese factories are being established at central points, which it is expected and hoped will enable farming industries to be still successfully continued. The roads improved were one from Bancroft into McArthur's factory, which had been roughly opened three years ago, but for want of repair could not be used; about one hundred dollars were spent over two and three-quarter miles, making it useful and valuable. A second work was the repair of three miles of what is called McWhirtle and Carlow cheese factory road, upon which sixty dollars or over were spent; while upon Long Lake Settlement road, which leads from another direction to McArthur's cheese factory, some ninety dollars improved three miles. The "Terriff" road in the township of Dungannon, which extends from the Hastings road, about two miles south of L'Amable easterly, was for fifty dollars repaired three miles; and on the Herschel road, which runs to the town line of Cardiff, three and a-half miles were substantially improved at a cost of ninety dollars. On the South Faraday road sixty dollars were spent, and on the 14th concession line of Monteagle about fifty dollars were used in opening a mile. Also on the Bartlett Settlement road, which runs from the Hastings road eastward, a mile and a-half of a rocky section was restored to usefulness by an outlay of about one hundred and twenty dollars; and on the 2nd and 3rd concession line of the same township—Monteagle—one mile was opened to give access to a cheese factory at Bird's creek, which cost some eighty dollars. The foregoing, with the repair of three miles of a road running east from the Hastings road, north of Maynooth, represents the quantity of work accomplished for an expenditure of \$933.13.

HARVEY, 28 AND 29 SIDE LINE.

One hundred rods repaired on the line indicated, from Bobcaygeon road eastward, with half a mile also repaired upon the latter road.

HOWE ISLAND ROAD.

This road is on lot 27, concession 2, Pittsburgh, and extends from the Kingston and Montreal road southward to the north shore of the St. Lawrence river, the distance being about one mile. The entire length was levelled and graded, with six new culverts introduced, and necessary off-take drains. The location was made and established by the municipality of Pittsburgh, and roughly cleared out some years ago.

INDIAN RIVER BRIDGE.

Is built over Indian river, on lot No. 7 in the 10th concession of Alice, which is the line of the Pembroke and Barry Bay road, and is eighty-six feet long, having a main span of thirty-six feet in the clear, supported by a queen truss; covering of three-inch plank, handrailing, and everything fully completed.

JACK'S LAKE ROAD.

This is the boundary line between Burleigh and Methuen, and was opened one mile from about the north boundary of Methuen southward.

KALADAR AND ANGLESEA ROAD.

Six miles of repairs upon this road, the location of which is as follows: Commencing at Flinton road, lot 22, concession 5, Kaladar, and thence on a northerly course through concession 5, and along the east side of Scoutamato lake to the north boundary of Kaladar, about four miles; thence northeasterly, passing through a southeasterly portion of Anglesea, and intersecting Addington road about two miles north of Cloyne.

KENNEBEC ROAD.

Commencing at the floating bridge over Cross lake, three miles were repaired southward towards Arden.

KILLALOE ROAD.

This is perhaps more generally known as the Eganville and Killaloe road, and which was repaired from lot No. 4, concession 7, of Hagarty, eastward towards Eganville, three miles.

LOON LAKE ROAD.

The work commenced at lots 14 and 15, concession 4, Chandos, continuing easterly to lot 22; about two and a quarter miles of new work throughout.

MADAWASKA ROAD AND BRIDGE.

This bridge, which is on the line of Hyde's Chute and Sanson road, was repaired chiefly as to its covering, and five miles of road improved from the Opeongo road towards the bridge.

MARMORA AND BELMONT ROAD.

A general course of repairs over five miles, from lot 20, Belmont, northward to the township of Methuen. The counties of Hastings and Peterborough each contributed \$100, or half the expenditure.

MATTAWA AND CALLENDER ROAD.

A mile and a half of heavy grading was done from lot 35, concession 4, Calvin, eastward to lot 32, and an equal amount from lot 10 eastward on the same concession line; with another mile and a half on the 13th concession from lot 32 eastward, this latter being almost equal to new work. Three miles were also repaired from Callender station eastward, and a bridge one hundred and ten feet long erected over Blue Sea creek.

MATTAWA AND TEMISCAMINGUE ROAD.

This work was begun at lot 40, concession 2, and continued to lot 20, between concessions 12 and 13 of Mattawa, and, with one mile of labor upon a side road known as Dupont road, which connects with the main road, represents nine miles of substantial repairs.

McKIM, 5 AND 6 CONCESSION ROAD.

Two miles and a half of new work, one and a half being from lot No. 1 McKim to lot No. 11 Neelon, the balance being made northward on the boundary between the two townships named.

METHUEN ROAD.

Repaired over ten miles from lot 25, between concessions 10 and 11, southward to lot 28 in the seventh concession.

MISSISSIPPI BRIDGE.

The repair of this bridge was an urgent necessity, it having been so much injured that a considerable portion had to be entirely renewed. It is one hundred and thirty feet long and was covered throughout; a new queen truss introduced and the structure generally strengthened and repaired. The bridge is on Barrie road at Perry's Mills, in the township of Barrie.

MISSISSIPPI ROAD.

Repairs were made from its intersection with the Carlow road eastward about six miles, including several deviations made for the improvement of its location which were satisfactory. Fourteen miles were also improved between Vennachar and Playfair's corners.

MINER'S BAY ROAD.

The whole length, eight miles, of this road has been very well repaired. It extends from the Bobcaygeon road to Miner's bay, all within the township of Lutterworth.

MONMOUTH ROAD.

Twelve miles of repairs in the townships of Dysart and Monmouth on this, the main road in that district.

NOGIE'S CREEK ROAD.

The work this year began at lot 25, concession 17, Harvey, and was continued north two and a half miles to the boundary between Galway and Harvey, and thence again into Galway two miles to intersect the fourth concession line which leads to the Bobcaygeon road. The first two and a half miles were repairs and the balance new road opened.

NORTH ALGONA AND WILBERFORCE T. L. ROAD.

This is a new road practically on the line which its name indicates, and the work was from the Eganville and Golden lake road northward to meet a settler's road a mile and a half distant. This length was opened and made a very good wagon road throughout.

NORTH BAY AND TEMISCAMINGUE ROAD.

Ten miles of repairs from lot No. 9, concession B, Widdifield, northward.

NORTH HARVEY ROAD.

Repairs extending over six and a half miles, beginning between lots 10 and 11 of the 8th concession, and ending on the 1st concession in the township of Harvey.

NOSBONSING AND SOUTHEAST BAY ROAD.

Upon this road four and a half miles of work was done over that partially opened last year, namely, from the line between lots 9 and 10 of Ferris, westward about the north margin of Nosbonsing lake.

NOSBONSING AND THORNCLIFFE ROAD.

Repaired between Nosbonsing and Thorncliffe in the township of Ferris, a length of nine miles. This is the main road between Mattawa village and North Bay, and passes through some fine agricultural lands.

OSO AND BEDFORD ROAD.

Owing to natural obstacles it was found more practicable to abandon the opening of the town line as first projected, and in lieu thereof, to construct a road between lots 3 and 4 of Oso, through concessions 1, 2 and 3, the right of way having been secured by the municipality, and it appearing to be the route most desired by a number of inhabitants. The length opened is two miles, and for the small amount spent the work is said to be fairly well done.

PAPINEAU, 10 CONCESSION ROAD.

Two miles of repairs between lots 21 and 29, and a mile and three-quarters of new road opened from the last named lot to the western boundary of the township. Another mile of heavy work was opening from lot number 2 westward.

PARHAM AND ARDEN ROAD.

Repairs were made over about six miles from the line between lots 5 and 6, concession 1 Olden, southerly towards Parham.

PAUDASH LAKE ROAD.

Work was commenced at lot number 2 in the 6th concession of Cardiff, and continued eastward a little over two miles, and which, excepting a quarter of a mile, was new road opened.

PEMBROKE 1 AND 2 CONCESSION ROAD.

This was the opening of a mile and three-quarters between the concessions mentioned from the limit between lots 18 and 19 southward.

PEMBROKE AND MATTAWA ROAD.

This portion which is from Deux Rivières in the township of Clara westward, and reported by the inspector as dangerous, was much improved for five miles, the work consisting chiefly in the repair of bridges, crossways and culverts.

PERRAULT SETTLEMENT AND DOUGLAS ROAD.

One mile of excellent repairs through a very rough and stony section, being from lot 17, between concession 11 and 12 Grattan, eastward

PERTH ROAD.

Repairs extending over four miles were made between Loughboro' Lake and Perth road post office. Broken stone was used to a considerable extent in order to make the work as permanent as possible.

PETERSON ROAD.

From Maynooth eastward to what is known as "Long's Hill," the road was repaired, the distance being thirteen miles.

PETEWAWA AND ALICE T. L. ROAD.

From lot number 2 repairs were made eastward on the line named, two miles, and very much improving a road largely overgrown with underbrush, and otherwise in a dilapidated condition.

PETEWAWA, 24 AND 25 SIDE LINE ROAD.

A road a mile and a quarter long previously opened by the settlers in a rough manner, and now made into a very good waggon road.

PETEWAWA, LAKE RANGE ROAD.

The position of this road is from the Pembroke and Mattawa road about four miles northwest of the Petewawa river, northward towards the Ottawa river, and is on the line between lots 30 and 31 of Petewawa. Its length is two and a half miles, of which one mile has been opened, and a bridge built over a stream.

PIGEON CREEK AND MUD LAKE ROAD.

The county of Peterborough granted one hundred dollars, and the township of Ennis more fifty dollars towards this work, which was the improvement of six miles lying between Mud lake and Pigeon creek floating bridge; and two miles on a northern branch of the same road. Both these highways are leading ones from south Harvey and the township of Verulum.

RAGLAN, 14 CONCESSION ROAD.

This is an old road cut out by the settlers and lumbermen, and is from lot 22, concession 14, Raglan, to lot 27 in concession 10, a distance of four miles, which was generally repaired, and reported to be now a good waggon road or fairly so.

RAYSIDE ROAD.

A road from the Canadian Pacific Railway track on the 2nd concession, and between lots 6 and 7 of Rayside, north to the line between concessions 5 and 6, and thence east to the boundary of Blezard, a length altogether of about six miles, which distance has been made into a good road.

REID ROAD.

Five miles of repairs from lot 41, concession A, Galway, southwesterly to lot 15, concession 16. The county of Peterborough gave one hundred dollars, and the township of Galway, fifty dollars, to aid in the work.

ROLPH ROAD.

From the Pembroke and Mattawa road on lot 27, range B, of the township of Rolph this road is opened southwesterly in the direction of Moor lake, a mile and a half, and very much improved.

ROUND LAKE ROAD.

Two miles of road opened and four miles repaired ; the new work being from lot 20 to lot 26, the repairs dating from lot 16 to lot 20, and from lot 26, concession 10 to lot 30, at the boundary, and all in the township of Belmont.

RUSH CREEK BRIDGE.

A bridge on the Monck road (lot 10, concession 4, Laxton), renewed by the municipality at a total cost of about two hundred and seventy-seven dollars, the Government making a contribution of one hundred dollars.

SANDY POINT ROAD.

Three miles of repairs, from lot number 5 of concession 15, Harvey, to Sandy Point.

SCOTT ROAD.

Repairs extending over seven miles between Burleigh and Coe Hill, largely through the township of Methuen.

SKEASTOPOL AND GRATTAN T. L. ROAD.

A new road opened near the town line indicated, from the Eganville and Foy road westward one mile. Over Hurd's creek on the line a bridge one hundred and ten feet long was built.

SHARBOT LAKE BRIDGE.

Necessary repairs, with the addition of material to further insure the structure (a floating bridge) against accident.

SHIELD'S PIT ROAD.

About three-quarters of a mile of permanent gravelling and grading, being from lot 15, concession 8, Calvin, westward, and again, from the railway crossing about lot 19, concession 9, the road was opened, completing a route between Eau Claire and Ruther Glen—altogether about a mile and a half of work.

SOUTH ALGONA AND BRUDENELL ROAD.

Repairs from lot number 4, concession 15, Brudenell, southward to the village of Brudenell—five miles.

SOUTH ALGONA, 15 AND 16 SIDE LINE ROAD.

A new road a mile and a quarter long passing through a cedar swamp a quarter of a mile across. It is on the line mentioned and across the seventh and eighth concessions.

SOUTH BUCKHORN AND SOUTH BURLEIGH ROADS.

Repairs on the South Buckhorn road were from Hall's bridge southward four miles; and on the south Burleigh road from Burleigh southward, four and a half miles. The county of Peterborough and the township of Smith each contributed \$75 on account of the repairs.

SOUTH CALDWELL ROAD.

The amount of work done was three miles repaired from Verner station; a mile and three-quarters opened and properly graded and ditched, and another quarter of a mile cut out and levelled. The road is from the station southward to the lake.

SPRINGER ROAD.

This is the opening of one mile and a quarter between lots 1 and 2, Springer, southward from the Canadian Pacific Railway.

STAFFORD ROAD.

A road opened some years ago but very much out of repair. This season between lots 6 and 7, and through concessions 4 and 5, Stafford, the mile and a quarter was very thoroughly improved.

STURGEON FALLS ROAD.

Repairs from the iron bridge at Sturgeon Falls westward five miles to the boundary between Caldwell and Springer, and thence northward two miles to the fourth concession of Caldwell, together with one mile of substantial repairs upon Cache Bay road, which reaches that first mentioned.

STURGEON RIVER ROAD

A mile and a half of heavy improvements between lots 4 and 5, from the fourth concession south, and includes 1,900 feet of crossways.

SUDBURY ROAD.

From Norton three and a half miles were repaired eastward, and a mile and three-quarters westward, being portions which had before been but partially opened. It was well ditched and drained throughout.

SUDBURY AND NEELON ROAD.

Five miles were opened this season and the road now reaches Wahnapiatae station of the C. P. Railway. Five miles were also repaired from lot number 3, concession 3, McKim, through the township of Neelon. The Emery Lumber Company gave as much as one hundred and fifty dollars in labor in order to complete the work to the railway station.

THORNCLIFFE AND NORTH BAY ROAD.

Work was commenced at lot 29, concession 14, Ferris, and continued to lot 33, concession 16. The distance was four miles, two and a half miles being new road.

TROUT LAKE ROAD. *

This road is now opened to Four Mile Lake creek, about lot 8, concession B, Widfield, and the creek also bridged, the work representing altogether two miles of new road and three and a half miles of repairs and improvements.

VANSICKLE ROAD.

Two miles of new road, opened from the east side of concession 2 to the west side of concession 3, Methuen.

VANBRUGH AND KADDETZ ROAD.

An old settlers' road which begins at the Opeongo road, about half a mile east from Plaunt's hotel, and extends from thence in a southwesterly course into the township of Sebastopol. Two and a half miles were repaired satisfactorily.

WAHNAPIITAE ROAD.

From lot number 6 and between concessions 3 and 4 of the township of Falconbridge, which is where work was ended last year, the road has been opened to the lake, ending on lot number 7, concession 2, of McLellan, a distance equal to five and a half miles, and there was also of the portion first opened, four and a half miles repaired. Again a branch was opened into the Monmouth gold mine from what is known as Massey bay, the length being four miles, and said to have been made sufficiently good for general traffic.

WESTMEATH ROAD.

A new work, beginning at the line between concessions 2 and 3, Westmeath, and extending northward along the line between lots 10 and 11 for two miles.

WESTPORT AND MISSISSIPPI ROAD.

This road is over a broken, uneven section of country and is six miles in length, from the south boundary of South Sherbrooke (lot 6, concession 1) northerly to Bolingbroke, on lot 7 in the third concession, and onward towards Maberly. It was repaired throughout the above distance and very much improved.

WIDDIFIELD, 22 AND 23 SIDE LINE ROAD.

Two miles opened anew, from a point known as Gormanville southward on the line mentioned to the Canadian Pacific Railway.

WILBERFORCE, 5 CONCESSION ROAD.

The repair and improvement of a mile and a quarter from lot number 4, along the fifth concession line. It was first opened roughly by the settlers, but was swampy and difficult to form into a good road, which it now is.

WILBERFORCE, 20 AND 21 SIDE LINE ROAD.

Three-quarters of a mile of new road opened and the whole now completed to the line between concessions 22 and 23 on the side line named. It was through a very rough section.

WILBERFORCE, 9 AND 10 CONCESSION ROAD.

This work was the improvement of nearly a mile of an old road which the settlers and lumbermen had opened, and is from lot number 19 westward.

WISAWASA ROAD.

General repairs were made over three miles of the portion previously opened, and a mile and a half added to its length, the new work beginning between lots 10 and 11 on the fifteenth and sixteenth concession line and working southward.

**SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES
IN THE YEAR 1894.**

Name of work.	Departmental expenditure.		Municipal grants and refunds.
	\$	c.	\$ c.
NORTH DIVISION.			
Algoma Mills (balance).....		30 27	
Batchewaning.....		509 98	
Bigsby Island and Rat Portage.....		900 00	
Bridge repairs, West Algoma.....		1,036 19	
Chelmsford Creek.....		910 00	
Crozier and Lash.....		2,005 00	
Day and Bright T.L.....		514 03	
Dean Lake and Mississaga.....		523 49	
Echo River.....		505 81	
Gordon and Allan, 10 and 11 Con.....		500 00	
Grand Portage.....		498 05	
Grassy River.....		1,015 00	
Great Northern.....		510 91	
Honora Bay and Sucker Creek.....		998 70	
Inspection (balance).....	76	43	
".....	2,043	60	
Massey, May and Salter.....		2,120 03	
Mississaga.....		972 71	
Morley Township.....		140 00	
North of Scotland.....		1,421 04	
Oliver Township.....		500 00	
Onimet and Black Bay.....		1,060 00	
Paipoonge.....		19 87	
Parkinson.....		8,084 70	
Pigeon River.....		300 25	
Pine Portage.....		1,010 00	
Port Lock and Desert Lake.....		980 00	
Rainy River.....		499 49	
".....		941 28	78 72
St. Joseph Island (balance).....		45 00	
".....	53	25	
Spanish River.....	1,347	49	
".....		1,400 74	
Trilla Belle.....	1,001	58	
Woodyatt.....	778	65	
Worthington.....		1,780 23	
		1,000 00	
		1,000 01	33 95
		599 32	
Total		34,332 10	
WEST DIVISION.			
Alsace.....		1,000 55	
Armour, 6 and 7 Con.....		618 29	
Axe Creek.....		250 00	50 00
Bear Lake.....		553 75	
Bethune, 5 S. L. (balance).....		15 00	
" 12 and 13 Con.....		510 16	
Cardwell (balance).....		55 50	
" 25 and 26, S. L.....		580 00	
Christie and Humphrey T. L.....		599 60	
Commanda Lake.....		983 51	
Croft, 25 and 26 S. L.....		499 43	
Denville Swamp.....		491 90	
Distress River.....		500 00	
Dorset and Tea Lake.....		1,500 00	
Eagle Lake (balance).....		63 29	

SUMMARY OF EXPENDITURE.—Continued.

Name of work.	Departmental expenditure.		Municipal grants and refunds.	
	\$	c.	\$	c.
WEST DIVISION.—Continued.				
East River	bridge	100	00	
Edgington	road	501	25	
Golden Valley	"	497	09	
Gurd and Himsworth (balance).....	"	47	92	
"	"	499	25	
High Falls	bridge	547	17	
Himsworth and Chisholm	road	590	84	100 00
Housey's Rapids	bridge	500	00	
Inspection		1,024	07	100 00
Katrine	bridge	1,217	90	
Lake Vernon	road	652	36	31 64
Leg Lake	"	510	78	
Lorimer Lake	"	50	00	
Lount	"	250	00	
Machar, 5 and 6 S. L.	"	911	23	
Maganetawan (balance)	bridge	770	53	
McGillivray's Creek	"	27	42	
McKellar Floating	"	125	71	
Monteith, 10 and 11 S. L.	road	100	00	
Muskoka	"	498	32	
Neighic Lake (balance)	bridge	498	33	
Nipissing, 6 Con.	road	388	34	
Oka Road	bridge	400	38	
Peterson	road	223	65	114 33
Perry, 20 and 21, S. L.	"	593	85	
Rae's Rapids	bridge	489	02	
Rainy Lake	road	802	24	
Rosseau and Nipissing	"	600	40	
Sinclair	"	500	70	
Sinclair and Finlayson	"	500	09	
Sinclair and Franklin, T.L.	"	2,072	67	
South River	bridge	199	92	
Stephenson	roads	542	91	
Stisted, 15 and 16 S. L.	road	300	00	
Strong and Joly, 8 and 9 Con	"	500	00	
Whitestone Valley	"	600	45	
		502	50	
Total		26,822	10	395 97
EAST DIVISION.				
Addington	road	403	98	
Addington Branch	"	423	61	
Allan Line (Galway)	"	120	62	
Alice, "B" Line	"	390	00	
Alice, 6 Con.	"	102	00	
Alice, 14 and 15 Con.	"	100	00	
Alice, 20 and 21 Side Line	"	301	27	
Anstruther	"	457	80	
Bailey	"	199	55	
Beaurygeon	"	450	04	
Bonfield, 4 and 5 Con.	"	700	00	
Bonfield, 7 and 7 Con.	"	402	04	
Bonnechere, No. 1	bridge	300	00	
Bonnechere, No. 2	"	200	00	
Bonnechere and Killaloe	road	500	25	
Booth	"	407	52	
Bromley, 12 and 13 proof line	"	200	24	
Bromley and Stafford, T. L.	"	309	50	
Brudeneil	"	380	00	

SUMMARY OF EXPENDITURE.—*Continued.*

Name of work.	Departmental expenditure.	Municipal grants and refunds.
	\$ c.	\$ c.
EAST DIVISION.—Continued.		
Brudenell and Hagarty	road	596 99
Buckhorn	"	628 86
Buck Lake (balance)	bridge	182 94
Burleigh	road	413 22
Burnt Mill	"	157 88
Caldwell	"	628 03
Callender and North Bay	"	503 03
California	"	399 15
Calvin	"	250 55
Calvin, 5 and 6 S. L.	"	487 82
Carlow	"	403 20
Carlow Branch	"	300 00
Carden and Eldon, 8 Con	"	191 10
Carden and Eldon, T. L.	"	190 00
Cavendish	roads	416 14
Chandos	road	417 37
Cobden and Eganville (balance)	"	7 00
Cobden and Forrester's Falls	"	360 00
Combermere	bridge	375 00
Dead Creek	"	300 00
Deer Lake and other	roads	499 12
Devil Creek	bridge	427 70
District Line (balance)	road	11 90
Eldon, 4th quarter	"	300 00
Eldon, 8 Con.	"	290 00
Ferris and North Bay	"	1,358 08
Ferris, 10 Con.	"	501 56
Frontenac	"	399 29
Galway and Cavendish (balance)	"	75 99
Galway and Cavendish	"	788 14
Galway, 4 and 5 Con.	"	864 13
Galway	roads	438 00
Gannon's Narrows	road	445 49
Garvin	"	240 00
German	"	201 15
Goolerham	"	380 00
Graham	"	80 00
Grattan, 6 Con.	"	475 00
Hagarty, 4 and 5 Con.	"	390 00
Hastings	"	299 00
Hastings	roads	495 17
Harvey (balance)	road	933 13
Harvey, 28 and 29 S. L.	"	6 05
Howe Island	"	224 88
Inspection	"	300 00
Indian River	bridge	2,951 95
Jack's Lake	road	397 87
Kaladar and Anglesea	"	106 50
Kennebec	"	301 23
Killaloe	"	300 00
Loon Lake	"	308 55
Madawaska	road and bridge	302 95
Manion Lake (balance)	road	490 72
Marmora and Belmont	"	49 58
Mattawa and Callender	"	207 41
Mattawa and Temiscamingue	"	1,260 59
McKim, 5 and 6 Con.	"	608 33
Methuen	"	502 59
Mississippi	bridge	506 96
Mississippi	road	173 43
Miner's Bay	"	1,022 88
		400 00

SUMMARY OF EXPENDITURE.—*Continued.*

Name of work.	Departmental expenditure.		Municipal grants and refunds.
	\$	c.	\$ c.
EAST DIVISION.—Continued.			
Nogies' Creek .....road		520 43	
North Algona and Wilberforce, T. L. "		301 40	
North Bay and Temiscamingue..... "		503 23	
North Harvey "		528 43	
Noabonsing and Southeast Bay..... "		1,000 00	
Noabonsing and Thorncliffe "		601 53	
Oso and Bedford..... "		380 25	
Papineau, 10 Con "		747 96	
Parham and Arden "		300 00	
Fauldash Lake..... "		500 87	
Pembroke, 1 and 2 Con "		300 00	
Pembroke and Mattawa..... "		400 00	
Perrault Settlement and Douglas..... "		280 00	
Perth "		498 25	
Peterson "		500 00	
Petewawa and Alice, T. L. "		301 08	
Petewawa Lake Range..... "		302 23	
Petewawa, 24 and 25, S. L. "		199 60	
Pigeon Creek and Mud Lake..... "		217 00	150 00
Raglan, 14 Con..... "		506 92	
Rayside "		569 53	
Reid "		236 24	150 00
Rideau Lake (balance) "		10 00	
Rolph "		300 00	
Round Lake..... "		233 12	150 00
Rush Creek .....bridge		103 00	
Sandy Point .....road		203 63	
Scott..... "		218 09	
Sebastopol and Grattan T. L. "		364 18	25 82
Sharbot Lake.....bridge		397 29	
Shields' Pit .....road		502 22	
South Algona and Brudenell "		405 10	
South Algona, 15 and 16 S. L. "		399 89	
South Buckhorn and South Burleigh "		200 00	150 00
South Caldwell..... "		480 00	
Springer "		470 00	
Stafford "		300 00	
Stone Dam (balance)..... "		39 63	
Sturgeon Falls "		580 00	
Sturgeon River..... "		589 30	
Sudbury "		599 00	
Sudbury and Neelon..... "		900 30	
Swamp (balance) "		59 05	
Thorncliffe and North Bay..... "		499 96	
Trout Lake "		600 29	
Vanbrugh and Kaddetz..... "		391 40	
Vansickle "		207 25	
Wahnapiatae "		1,400 00	
Westmeath..... "		401 62	
Westport and Mississippi "		450 00	
Widdifield, 22 and 23, S. D. "		463 42	
Wilberforce, 5 Con..... "		300 40	
Wilberforce, 9 and 10 "		300 00	
Wilberforce, 20 and 21, S. L. "		204 00	
Wisawasa "		599 10	
Total		55,725 58	

RECAPITULATION.

I. North Division.....	\$34,332 10
II. West Division	26,822 10
III. East Division.....	55,725 58
Total Departmental Expenditure	\$116,879 78

MUNICIPAL AND OTHER GRANTS AND REFUNDS REFERRED TO IN SUMMARY.

County of Peterborough	\$675 00
Belmont and Methuen	75 00
Eldon	50 00
Ennismore	50 00
Galway and Cavendish	50 00
Harvey	50 00
Katrine Bridge (refund)	31 64
Macaulay	100 00
Marmora and Belmont	100 00
Rainy River Road (refund)	78 72
Ryde	100 00
Sebastopol and Grattan Road (refund)	25 82
Smith	75 00
Stisted	50 00
The Muskoka Mill and Lumber Co	114 33
Woodyatt Road (refund)	33 95

HENRY SMITH,

Superintendent of Colonization Roads.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1894.

APPENDIX No. 42.

List of persons to whom Culler's Licenses have been issued under the Ontario Cullers Act up to 31st December, 1894.

Name.	P. O. Address.	Name.	P. O. Address.
Anderson, M. M.	Almonte.	Bick, Thomas	Bobcaygeon.
Allan, James D.	Bracebridge.	Bray, James	Kinmount.
Appleton, Erwin B.	Bracebridge.	Bissell, George Thomas	Trenton.
Albert, Andrew	Ottawa.	Baxter, Richard	Deseronto.
Adams, J. Q.	Longford Mills.	Brough, Edward	Deseronto.
Anderson, Patrick J.	Campbellford.	Boyd, George A.	Thessalon.
Anderson, J. C.	Gravenhurst.	Buchan, Frederick	Arnprior.
Allan, Alfred	Ottawa.	Barrett, Patrick	Arnprior.
Aikins, Geo. M.	French River.	Brundage, Alfred W.	Pembroke.
Appleby, Ridley	Katrine.	Brougham, Thomas	Eganville.
Adams, James M.	Sault Ste. Marie.	Blair, Robert J.	Arnprior.
Aylward, James	Peterborough.	Benson, John W.	Sturgeon Bay.
Archibald, John L.	Keewatin.	Beck, Charles M., Jr.	Penetanguishene.
Austin, Wm. G.	Renfrew.	Beatty, W. J.	Coldwater.
Anderson, Charles	Little Current.	Burns, C. W., Jr.	South River.
Anderson, John	Cartier.	Bell, John Henry	Bark's Falls.
Adair, Thomas Albert	Gananoque.	Bettes, John Hiram	Muskoka Mills.
Anderson, J. G.	Alpena, Mich.	Brady, John	Renfrew.
Alexander, Samuel	Arden.	Beattie, W. J.	Arnprior.
Adams, William	Westmeath.	Bromley, William	Westmeath.
Armstrong, James Theodore	McKellar.	Bissell, Hartie	Trenton.
Boland, Abraham	Cartier.	Brown, Robert	Starat.
Brown, Singleton	Bracebridge.	Beaton, Hugh	Waubushene.
Barry, Thomas James	Hastings.	Bailey, Arthur	Parry Sound.
Blanchet, Paul Frederick	Ottawa.	Burd, James Henry	Parry Sound.
Bird, W. S.	Parry Sound.	Bailey, Samuel James	Orillia.
Bayley, James T.	Gravenhurst.	Callaghan, Dennis	Trenton.
Bell, Henry	Ottawa.	Campbell, Alexander J.	Trenton.
Beach, Herbert Mahlon	Ottawa.	Carson, James	Bracebridge.
Beaty, W. R.	Millbridge.	Campbell, J. M.	Bracebridge.
Brooks, Frederick William	Parry Sound.	Campbell, Robert	Bracebridge.
Brown, Robert D.	Mackey's Station.	Clairmont, Joseph	Campbellford.
Breed, Arthur G.	Port Sydney.	Clarkson, Robert J.	Parry Sound.
Barnes, Thomas George Lee	Penetanguishene.	Carruthers, Aaron	Hintonburg.
Buchanan, Robert	Muskoka Mills.	Calder, Wm. J.	Bark Lake.
Beck, Jacob Frederick	Coldwater.	Chew, Joseph	Gravenhurst.
Bird, Joseph Manly	Penetanguishene.	Cole, James Colin	Ottawa.
Boyd, John F.	Muskoka Mills.	Cameron, William	Collins' Inlet.
Brandon, Martin W.	Thessalon.	Cain, Robert	Midland.
Bell, John C.	Peterborough.	Crawford, Stephen W.	Thessalon.
Bartlett, George W.	Peterborough.	Cochrane, George	Peterborough.
Brown, Silas	Warren.	Coburn, John	Lindsay.
Boland, W. G.	Klock's Mills.	Crowe, Nathaniel	Bobcaygeon.
Baulke, George R.	Eganville.	Cameron, Alexander	Norinan.
Bromley, Thomas	Aylmer, Que.	Chrysler, Frank R. L.	Webbwood.
Bremner, John L.	Pembroke.	Carson, Hugh	Rat Portage.
Bromley, W. H.	Admaston.	Carson, Melvin	Little Current.
Bowers, Isaac	Pembroke.	Cameron, John K.	Spanish River.
Brown, Thomas	Little Current.	Cassidy, William	Little Current.
Base, Walter R.	Barrie.	Campbell, Archibald J.	Little Current.
Bates, Robert	West Huntingdon.	Close, John L.	Arnprior.
	Rat Portage.	Campbell, James R.	Eganville.

APPENDIX No. 42:—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Campbell, John A.....	Galetta.	Fox, Thomas.....	Deseronto.
Caillier, Hyacinthe.....	Arnprior.	Fallis, James W.....	Sturgeon Bay.
Chamberlain, Thomas.....	Bobcaygeon.	Fairbairn, N. H.....	Webbwood.
Cooper, David Allan.....	Millbrook.	Freil, John.....	Trenton.
Cox, Henry.....	Bellerica, Que.	Fox, Charles.....	Trenton.
Currie, James.....	Ottawa.	Featherstonhaugh, Wm. Henry	Penetanguishene.
Clarkson, A. E.....	Midland.	Green, Norman A.....	Gilmour.
Clairmont, E.....	Gravenhurst.	Green, Samuel E.....	Parry Sound.
Cameron, W. F.....	Sturgeon Bay.	Grant, John.....	Flinton.
Connolly, Daniel.....	Gravenhurst.	Greene, Arthur.....	Ottawa.
Campbell, P. C.....	Sault Ste. Marie.	George, R. W.....	Parry Sound.
Cadenhead, Alexander.....	Midland.	Gardiner, John.....	Parry Sound.
Carpenter, R. J.....	Arnprior.	Golden, Frank J.....	Trenton.
Christie, William Pringle.....	Severn Bridge.	Garson, Robert.....	Thessalon.
Campbell, C. V.....	Sault Ste. Marie.	Gropp, August.....	Penetanguishene.
Clegg, Samuel.....	Peterborough.	Grozele, Antoine D.....	Muskoka Mills.
Clairmont, William L.....	Gravenhurst.	Goulats, James.....	Peterborough.
Caill, Thomas.....	Nosbonsing.	Grayson, Charles.....	Keewatin.
Chew, Manley.....	Midland.	Gladstone, Henry E.....	Cook's Mills.
Cooper, James Eddy.....	Saurin.	Graham, Edward G.....	Wahnapitae.
Durrill, John W.....	Ottawa.	Griffin, James.....	Spanish River.
Dickson, John.....	Sundridge.	Gordon, Alexander B.....	Pembroke.
Danter, R. W.....	Parry Sound.	Gareau, Noah J.....	Pembroke.
Doyle, T. J.....	Eau Claire.	Gordon, Robert W.....	Pembroke.
Dobie, Alexander R.....	Blind River.	Guertin, Nelson.....	Petawawa.
Dorally, Richard S.....	Sudbury.	Gunter, Peter M.....	Gilmour.
Devine, William.....	Cook's Mills.	Glennie, William.....	Millbridge.
Durrill, William.....	Nosbonsing.	Gardner, John.....	Rat Portage.
Draper, Patrick.....	Quyon, Que.	Gorman, Maurice J.....	Fenelon Falls.
Davis, J. P.....	Bobcaygeon.	Gillies, John A.....	Braside.
Drum, Patrick.....	Belleville.	Gadway, John.....	Parry Sound.
Duham, Edgar S.....	Rosseau.	Garrow, Edward.....	Nipissing Junction.
Duquette, Charles.....	Webbwood.	Gaudaur, Antoine Daniel.....	Orillia.
Davis, William Albert.....	Bobcaygeon.	Golding, William.....	Dorset.
Dickson, Robert Alexander.....	Keene.	Gillies, Harry.....	White Lake.
Dawkins, John.....	Gravenhurst.	Gordon, Herbert C.....	Nelsonville.
Doxsee, James E.....	Gravenhurst.	Gillespie, M. H.....	Cook's Mills.
Didier, L. P.....	Aylmer, Que.	Griffin, William.....	Huntsville.
Devine, Patrick J.....	Sheenboro', Que.	Ganton, David.....	Trout Creek.
Ebert, Andrew P.....	Pembroke.	Harrett, James.....	Gilmour.
Ellis, Alexander.....	Arnprior.	Hayes, James.....	Enterprise.
Ellis, John.....	Westmeath.	Huckson, A. H.....	French River.
Errington, Joseph.....	Sundridge.	Howe, Alexander.....	Queensborough.
Edgington, Henry Joblin.....	Parry Sound.	Hurd, Edwin.....	Hurdville.
Eagar, James.....	Parry Sound.	Hoff, J. S. Morris.....	Arnprior.
Forbes, Christopher McKay.....	McLean's Depot.	Hutton, John.....	Hutton House.
Fitzgerald, E. Clair.....	Parry Sound.	Hutchinson, Wm. E.....	Huntsville.
Farrall, W. H.....	Ironside, Que.	Hogarth, Joseph Rowan.....	Pembroke.
French, Louis Wm.....	Byng Inlet.	Humphrey, John.....	Gravenhurst.
Freeston, Walter.....	Burk's Falls.	Hill, Joshua.....	Midland.
Fraser, Wm. A.....	Mattawa.	Hall, David.....	Lovering.
Fortune, Owen.....	Trenton.	Hartley, Charles.....	Peterborough.
Fraser, David.....	Norman.	Helferty, Dennis.....	Eganville.
France, John.....	Collins' Inlet.	Hamilton, Robert.....	Rat Portage.
Ford, Charles.....	Wahnapitae.	Hoppins, Abiram.....	Kingston.
Fraser, Alexander, Jr.....	Westmeath.	Hoppins, Densmore.....	Kingston.
Fairbairn, William.....	Calabogie.	Haystead, John.....	Parry Sound.
Fraser, Wm. A.....	Pembroke.	Henderson, John Irwin.....	Bobcaygeon.
Fraser, Foster.....	Pembroke.	Hartley, William.....	Millbridge.
Fraser, William.....	Little Current.	Higgins, John C.....	Peterborough.
Fraser, Hugh Alexander.....	Pembroke.	Humphrey, T. W.....	Gravenhurst.
Flaherty, John.....	Lindsay.	Harrison, John, Jr.....	Pembroke.
Fisher, William.....	Trenton.	Hawkins, E.....	Le Breton Flats.
		Henderson, Charles.....	Bracebridge.

APPENDIX No. 42.—Continued.

Name.	P. O. Address.	Name.	P. O. Address.
Halliday, Frank.....	Mississippi.	Lovering, William James.....	Coldwater.
Halliday, James.....	Springtown.	Lane, Maurice.....	Bobcaygeon.
Hudman, J. A.....	Ottawa.	Lenton, George.....	Peterborough.
Hawkins, Stonewall J.....	Meldrum Bay.	Low, Thomas A.....	Renfrew.
Hinchliffe, William.....	Gunter.	Livingstone, Robert M.....	Huntsville.
Hillis, James M.....	Sutton West.	Londry, William E.....	Sault Ste. Marie.
Hogg, W. J.....	North Bay.	Labelle, James.....	Waltham, Que.
Hoxie, E. P.....	Katrine.	Labelle, Eli.....	Waltham, Que.
Hawkins, Walter.....	Pembroke.	Ladurante, J. D.....	Ottawa.
Howard, James.....	Eganville.	Ludgate, Theodore.....	Peterborough.
Irwin, Thomas H.....	Parry Sound.	Lucas, Frank.....	Sault Ste. Marie.
Jackson, Robert.....	Brechin.	Lunam, Duncan.....	Collfield, Que.
Johnson, Finlay.....	Bracebridge.	Lott, George.....	Trenton.
Jones, Albert.....	Victoria Harbor.	Lawrie, John D.....	Parry Sound.
Johnson, Thomas.....	Bobcaygeon.	Lovering, George Francis.....	Coldwater.
Johnston, Archibald M.....	Norman.	Lavigne, John.....	Aylmer, Que.
Julien, Charles.....	Trenton.	Malloy, Mark.....	Baysville.
Junkin, Henry.....	Marmora.	Miller, R. O.....	Gravenhurst.
Johns, Frank.....	Nipissing Junction.	Menzies, Archibald.....	Burk's Falls.
Jessup, Edward D.....	Catche Bay.	Manning, James.....	Trenton.
Johnson, Frank N.....	Ottawa.	Martin, Philip.....	Stoco.
Johnston, John.....	Peninsula Lake.	Malone, William Patrick.....	Ottawa.
Johnson, S. M.....	Arnprior.	Marsh, Eali Terrill.....	Trenton.
Jones, Frederick James.....	Flinton.	Millar, John W.....	Huntsville.
Johnston, William A.....	Castleford.	Mutchenbacher, Asa.....	Rosseau Falls.
Jervis, Henry.....	Wisawasa.	Morris, George F.....	Frank's Bay.
Kerby, John.....	Belleville.	Murray, George, Jr.....	Waubashene.
Kennedy, Robert.....	Marmora.	Maughan, Joseph.....	Fort William.
Kirby, Louis Russell.....	Ottawa.	Margach, William J.....	Port Arthur.
Kenney, Timothy.....	Enterprise.	Murray, George, Sr.....	Waubashene.
Kirk, Henry.....	Trenton.	Maniece, William.....	Peterborough.
Knox, Milton.....	Ottawa.	Murray, William.....	Rat Portage.
Kinsella, Michael Pierce.....	Trenton.	Morgan, Richard J.....	Rat Portage.
Kitchen, D.....	French River.	Magee, Thomas Arthur.....	Rat Portage.
Kelly, Jeremiah.....	Sudbury.	Murdoch, James.....	Cook's Mills.
Kelly, Ferdinand.....	Mattawa.	Munroe, Peter P.....	Commanda.
King, Napoleon.....	Mattawa.	Mason, Benjamin.....	Westmeath.
Kean, B. F.....	Orillia.	Monaghan, John B.....	Arnprior.
Kemp, Orval Wesley.....	Trenton.	Monaghan, M. J.....	Arnprior.
Kirk, Charles Barron.....	Queensborough.	Mulvihill, John.....	Arnprior.
Kingsland, W. P.....	Ottawa.	Moran, Andrew.....	Rockingham.
Kerr, John B.....	Arnprior.	Mulvihill, Michael.....	Arnprior.
Kennedy, Walter.....	Arnprior.	Mann, John.....	Manitowaning.
Knox, William M.....	Fesserton.	Marrigan, Richard.....	Deseronto.
Kearney, Michael John.....	Buckingham, Que.	Monaghan, John Dorland.....	Deseronto.
Kendrick, John.....	Burk's Falls.	Matheson, William.....	Chelmsford.
Kennedy, John L.....	Burk's Falls.	Munro, Alexander G.....	Braside.
Lloyd, Alfred.....	Severn Bridge.	Munro, Philip.....	Braside.
Lawrie, Frank A.....	Parry Sound.	Mangan, Patrick.....	Arnprior.
Latimer, James.....	Frank's Bay.	Marcil, Peter.....	Ottawa.
Lemvre, Middey.....	Campbellford.	Main, Samuel.....	Spanish Station.
Lutz, Jacob.....	Parry Sound.	Morley, Charles.....	Huntsville.
Luby, John E.....	Ottawa.	Moore, David Henry.....	Peterborough.
Lochnan, James.....	Ottawa.	Murphy, John.....	Arnprior.
Lozo, John.....	Trenton.	Matheson, Daniel.....	Chelmsford.
Loughrin, Lawrence.....	Pembroke.	Milne, William.....	Ethel.
Linton, J. H.....	Parry Sound.	McPherson, James S.....	Rama.
Ludgate, James.....	Peterborough.	McKinley, Edward C.....	Toronto.
Lynch, W. H.....	Collingwood.	McClelland, John.....	Parry Sound.
Lee, Robert.....	Huntsville.	McFarlane, J. W.....	Catche Bay.
Longford, Mark.....	Baysville.	McDonald, Roderick.....	Pembroke.
Letherby, Edwin.....	Midland.	McCormack, William.....	Pembroke.
		Macpherson, John.....	Ottawa.
		McEachern, John A.....	West Gravenhurst.

APPENDIX No. 42.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
McLeod, Dugald	Gravenhurst.	McKendry, Daniel	Arnprior.
McClelland, R. H.	Parry Sound.	Macdonald, D. F.	Parry Sound.
McEvoy, Frank	Campbellford.	McManus, Thomas J.	Renfrew.
McDermott, Peter	Orillia.	Macfarlane, David R.	Ottawa.
McIlroy, John	Madoc.	McColgan, Edward	Quyon, Que.
McNabb, Robert J.	Parry Sound.	McMichael, Charles	North Seguin.
McFadden, James	Ottawa.	McIlroy, Thomas Davis	Madoc.
McIntosh, James G.	Carleton Place.	McDonald, Wm. Henry	Trenton.
McInnis, Hector D.	Bracebridge.	McGaw, William Thomas	Callendar.
McKinnon, Malcolm	Bracebridge.	McMillan, L.	Callendar.
McLean, Daniel	Bracebridge.	McDermott, John L.	Orillia.
McKinnon, Archie J.	Bracebridge.	McDonald, Charles M.	Pembroke.
McKay, D. C.	Baysville.	McPhee, Benjamin	Pembroke.
McDonald, James	Parry Sound.	McGee, John Edward	Parry Sound.
McPherson, Allan	Longford.		
McDonald, James P.	French River.	Newton, Frank	Gravenhurst.
McFarland, Joseph C.	Port Severn.	Newburn, William	Parry Sound.
McNabb, Alexander	Thessalon.	Niblett, James	Arnprior.
McGillivray, Archibald	Port Arthur.	Niblett, Robert	Osceola.
McGrane, Edward	Lindsay.	Newell, John H.	Parry Harbor.
McLeod, Donald, Jr.	Keewatin.		
McDonald, Hector R.	Thessalon.	Overend, George J.	Longford Mills.
McDougall, Duncan	Bracebridge.	O'Brien, Andrew	Ottawa.
McNabb, Alexander D.	Warren.	O'Connor, John	Hintonburg.
McCormack, John C.	Sudbury.	Oliver, Darcy	Wahnapitae.
McNamara, John	Byng Inlet.	O'Connor, William	Nosbonsing.
McGillivray, Duncan D.	Algoma Mills.	O'Neill, James W.	North Bay.
McIntyre, Daniel A.	Klock's Mills.	O'Donnell, William	Penetanguishene.
McNamara, Lewis	Klock's Mills.	Owens, Richard	Basin Depot.
McDonald, Sidney C.	Mattawa.	O'Reilly, Patrick	Cartier.
McCool, Christopher L.	Cartier.	O'Neill, Mark	Renfrew.
McCallum, Donald	Arnprior.	Orrill, John	Trenton.
McGregor, Duncan	Burnstown.		
McLean, Peter W.	Sand Point.	Pomery, Peter.	Trenton.
McManus, John C.	Arnprior.	Perry, Pringle K.	Byng Inlet North.
McNab, Alexander	Arnprior.	Purcell, William G.	Ottawa.
McFarlane, Alexander	Renfrew.	Purvis, John	Parry Sound.
McFarlane, J. D.	Stewartsville.	Pattinson, Thomas	Bracebridge.
McFarlane, Duncan	Renfrew.	Porter, James	Uphill.
McKendry, Wm. B.	Arnprior.	Pearson, John James	Lindsay.
McPhee, Hugh	Renfrew.	Paterson, John	Wahnapitae.
McPhee, John	Arnprior.	Paterson, Alexander	Orillia.
McLachlin, Peter	Arnprior.	Paquette, Oliver	Webbwood.
McLachlin, Alexander	Arnprior.	Palmateer, Sherman	Gravenhurst.
Mackey, Edward	Arnprior.	Paget, George	Huntsville.
McKewen, Henry	Trenton.	Pounder, Joseph	Westmeath.
McDonald, Alfred	Peterborough.		
McGeary, John J.	Sundridge.	Richardson, Frederick George	Trenton.
McDonald, Archibald W.	Gilmour.	Richards, Richard	Tamworth.
McCaw, John Gillen	Queensborough.	Riddell, George Alexander	Rochesterville.
McCauley, Barney	Trenton.	Richey, Evan	Brentwood.
McDougall, James T.	Klock's Mills.	Randall, Louis G.	French River.
McInenly, Thomas	Quebec, Que.	Richardson, Charles Mervyn	Trenton.
McBride, Archibald	Arnprior.	Rochester, Daniel Baillie.	Ottawa.
McFarlane, Robert L.	Arnprior.	Riddell, James	Ottawa.
McGown, Wm.	Parry Sound.	Rice, Asa A.	Hull, Que.
McGown, Thomas	Parry Sound.	Roberts, T. A.	Huntsville.
McDermet, Patrick	South River.	Ross, Andrew	Longford Mills.
McKay, Angus	South River.	Rose, Donald M.	Rat Portage.
McDonald, A. J.	Longford.	Rawson, Charles Edgar.	Coldwater.
McInnes, Angus D.	Gravenhurst.	Ross, George	Waubushene.
McKendry, Alexander	Waubushene.	Roberts, Percy T.	Keewatin.
McGuire, Timothy	North Bay.	Ritchie, William D.	Little Current.
McGrath, John	Peterborough.	Ramsay, Robert	Arnprior.
McWilliams, John Bannon	Peterborough.	Ritchie, J. F.	Arnprior.
McCagherty, Patrick	Westmeath.	Ritter, Samuel G.	Ah Mic Harbor.

APPENDIX No. 42.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Robinson, William	Bobcaygeon.	Trussler, Gilbert	Trout Creek.
Reid, Joseph B.	Lindsay.	Thompson, George S.	Lindsay.
Ross, Walker M.	Ottawa.	Thomson, Frederick A. H.	Callendar.
Ruttle, H. A.	Carleton Place.	Thomson, Francis Henry	Nosbonsing.
Richards, Benedict.	Ottawa.	Tuffy, John	Cartier.
Regan, John	Orillia.	Train, A. C.	Rowan Mills.
Russell, William	Pembroke	Turgeon, George	Cook's Mills.
Ramsay, Charles	Sudbury.	Thomson, Alexander W.	Arnprior.
Rankin, Anthony	Cache Bay.	Taylor, Thomas G.	Gravenhurst.
		Tait, Ralph	Arnprior.
Scanlin, William	Enterprise.	Train, William	Burk's Falls.
Sutherland, D. H.	Gravenhurst.	Turner, Gavin F.	North Bay.
Spanner, John	Huntsville.	Tilson, Joseph	Burk's Falls.
Shier, James D.	Bracebridge.		
Spooner, W. R.	Katrine.	Udy, Dean	French River.
Simpson, Alfred E.	Wakefield.		
Souliere, John B.	Ottawa.	Vigrass, Percy J.	Dufferin Bridge.
Shields, James A.	Carleton Place.	Vincent, Joseph	Warren.
Spargo, George	Ottawa	Vollin, Samuel	Nosbonsing.
Smyth, W. H.	Byng Inlet North.	Vannier, Nelson Joseph	Bobcaygeon.
Salmon, R. H.	Baysville.		
Sheehan, Peter F.	Loring.	Watson, William	Huntsville.
Stremer, A.	Ottawa.	Webb, George W.	Parry Sound.
Shields, Frank A.	Parry Sound.	Wilcox, Thomas	Parry Sound.
Smyth, Job E.	Cache Bay.	Wheeler, J. A. McL.	Tamworth.
Sage, Nelson	Muskoka Mills.	Ward, Joseph W.	Ottawa.
Shaw, Thomas B.	Waubauskene.	Wilkinson, William	French River.
Swanston, James	Peterborough.	Waldie, John E.	Victoria Harbor.
Simpson, William	Hall's Bridge.	Wigg, Thomas G.	The-salon.
Sadler, Thomas	Lindsay.	Wall, Patrick B.	Cheboygan, Mich.
Smith, Patrick Albert	Norman.	Wells, John R.	Little Current.
Snaith, William J.	Mattawa.	Whiteside, John	Huntsville.
Sinn, Wm. F.	Arnprior.	Watt, William	Peterborough.
Serim, Robert	Arnprior.	Wilson, George	Lindsay.
Salmon, Alexander C.	Baysville.	White, Thomas	Parry Sound.
Sharp, James A.	Sudbury.	Watson, William	North Bay.
Shanacy, Harry S.	Cook's Mills.	Weston, Frank R.	Midland.
Smith, William	Ottawa.	White, James B.	Manitowaning.
Stewart, Daniel	Braeside.	Wilson, James A., Jr.	Webbwood.
Sheehan, Michael H.	Waubauskene.	Whaley, Thomas	Huntsville.
Scott, Thomas	Parry Sound.	Webster, William Alfred	Bracebridge.
Smith, Lawrence	West Saginaw, Mich.	Warrell, William	Trout Creek.
Shea, Stewart	Campbellford.	Wims, Peter	Blessington.
Sullivan, John	Sudbury.	Wickware, Philip Almont	Cloyne.
Sinclair, Finlay	Sudbury.	Wilson, Edward	Deseronto.
Shiels, Henry F.	Cartier.		
Smith, Gideon Ousley	Burk's Falls.	Young, William	Severn Bridge.
Smith, John Wallis	Theford.	Young, A. J.	Cache Bay.
Smith, Henry G.	Arnprior.	Young, Samuel	Coldwater.
Story, John A.	Ottawa.	Young, Patrick P.	Young's Point.
		Yuill, Thomas	Arnprior.
Tait, Thomas B.	Burk's Falls.	Yuill, A. D.	Braeside.
Taylor, C. W.	Gravenhurst.		
Thornton, W. D.	Longford Mills.	Total	586

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1894.

REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO
FOR THE YEAR
1895.

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.



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1896.

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REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO
FOR THE YEAR 1895.

*To His Honor the Honorable GEORGE AIREY KIRKPATRICK,
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOR :

As required by law, I submit for the information of your Honor and the Legislative Assembly, a Report for the year ending on the 31st December 1895, of the management, etc., of the Crown Lands of the Province.

CROWN LANDS.

The area of Crown lands sold during the year was 35,209 acres, aggregating in value \$37,213.23. The collections on account of these and sales of former years amounted to \$43,583.91. There was also leased as mining lands under the leasing clauses of The Mines Act, 13,969 acres, on which, and on lands previously leased, rent amounting to \$26,106.12 was collected. The total collections therefore on account of Crown lands were \$69,690.03.

The mining industry of the Province is improving slowly but steadily. In the Sudbury nickel region there has not been any great demand for mining lands, as no new discoveries have been made and the market for nickel during the year has not been such as to induce the establishment of any new works. The industry is however of great value to the settlers in that region by the employment it affords and the markets it creates for all kinds of agricultural produce, etc. It may be mentioned that the output of the nickel and copper mines in the Sudbury district last year when smelted in the furnaces was equivalent in metallic contents to 4,731,000 pounds copper and 4,631,768 pounds nickel, and the value, computed at the selling price at the works, was \$566,073. The industry gave

employment to an average of 419 men, the amount paid in wages for labor being \$210,000. In addition to this the works consumed very large quantities of cordwood, which gives employment to the settlers, who take small contracts to get out wood for the companies.

Discoveries of gold continue to be made in different parts of the Province, as in the Hastings district, Sudbury district, the region north of Lake Superior and the north-western part of the province around Lake of the Woods and Rainy Lake and up the Seine river to Lac des Mille Lacs. This latter field has an area of about 2,000 square miles, the greater part of which has been as yet very imperfectly explored. The formations in which gold is principally found occur irregularly throughout a region of 100,000 square miles extending along both sides of the height of land from the eastern boundary of the province to the western, with a length of 700 miles and a breadth of 100 to 200 miles. Gold mining is largely limited as yet to development work. A number of stamp mills have been erected, but at the present season of the year several of these are not running. It is altogether probable that on the opening of navigation those mills that are not now running and several new ones will be put in operation.

The completion of a blast furnace at Hamilton will, it is confidently hoped, result in the establishment of a good local market for iron ores, and already some progress has been made in opening iron mines, notably in the county of Hastings and on the north shore of Lake Superior, in anticipation of this demand. The immense bodies of hematite ore on the Mattawin river, and of magnetic ore on the Atik-okan river in the western part of the province, when reached by railway communication, will supply ore excellent in quality and practically unlimited in quantity.

OLERGY LANDS.

The area of these lands sold during the year was 1,568½ acres, aggregating in value \$1,219.85. The amount collected on account of these and former sales was \$6,259.60. (See Appendix No. 3, page 5.)

COMMON SCHOOL LANDS.

The area of these lands sold during the year was 213 acres, aggregating in value 557.40. The collections on account of these and former sales amounted to \$13,942.51. (See Appendix No. 3, page 5.)

GRAMMAR SCHOOL LANDS.

The area of these lands sold during the year was 906 acres, aggregating in value \$851. The collections on account of these and former sales amounted to \$1,512.43. (See Appendix No. 3, page 5.)

RAILWAY LANDS.

Under "Railway Aid Act" of 1889, 52 Vict., c. 35, 969 acres were sold, aggregating in value \$1,209.33. The collections were \$718.42. (See Appendix No. 3, page 5.)

The price fixed by the above Act for these lands was \$2 per acre, or such price as might after inspection and valuation be fixed by Order-in-Council. Some of the railways

extended through townships formerly appropriated as free grants, and the lands remaining unsold or unlocated in these townships were the cull or rejected lots. Last session an Act was passed authorizing the Lieutenant-Governor in Council, where the construction of these railways had not been proceeded with and was not likely to be proceeded with within a reasonable time, and the lands could not be sold for the price fixed by statute, to withdraw any or all of them from the operation of said Act and to restore them to the free grant territory, or open them under settlement regulations at such prices and upon such terms as might be deemed expedient, or in proper cases, as mining lands. Under this Act some of the lands in old free grant townships have been restored to the free grant list, so that settlers may avail themselves of the land for grazing or fuel reserves, as this is the only value which the lots possess.

COLLECTIONS AND REVENUE.

The total collections of the Department on account of all sources of revenue were \$947,947.07. (See Appendix No. 4, page 6.)

DISBURSEMENTS.

The total disbursements of the Department on account of ordinary services and expenditure were \$249,280.85. (See Appendix No. 6, page 8.) In addition to this there were special votes for the running of the diamond drill, colonization pamphlets, and recounting and remeasurement of saw-logs on certain streams flowing into Lake Huron and in the Peterborough district, amounting to \$15,045.03. (See Appendix No. 7, page 16.)

WOODS AND FORESTS.

The total collection for the year amounted to \$853,179.86, in which there is included \$76,579.73 on account of bonuses and \$61,493.49 on account of ground rents, leaving the net revenue from timber dues \$715,106.64. (See Appendix No. 8, page 17.)

In my last annual report I stated that the lumber trade was not in a satisfactory condition owing to the depression which existed in the United States, where the great bulk of our sawn lumber is marketed, and I expressed the opinion that there was no immediate prospect of the prevailing depression passing away. I regret to say that the fears then expressed have been more than realized. The sawn lumber market has during the past year been in an inactive state, and there was a distinct break in the prices of all but the superior grades of lumber, which constitute not more than twenty to twenty-five per cent of the total quantity of lumber produced at the present time in Canada and the north-western states. The English market for board timber and deals has been fairly satisfactory and prices remunerative, but this is a very limited and conservative market, easily overstocked and demoralized, and takes only the very best qualities of timber and lumber.

The principal market for Canadian sawn lumber is, as previously stated, in the United States, and any overstocking or depression in that market is immediately felt by Canadian lumbermen. In the early part of the year there appeared to be an improve-

ment in the general business of the country, and, in sympathy with that, a hope arose that trade would be better on the opening of navigation. Very soon after navigation opened it was seen that there would be no improvement, but that things were going to remain in the unsettled and unsatisfactory position in which they had been during the previous year. As a consequence all but the upper grades of lumber moved slowly during the summer, with a decreasing demand and lowering of values. It was anticipated that when the crops in the west began to be marketed there would be an improvement in business, and that at any rate the lumber market of the north-western states would be benefited; but this expectation was also doomed to disappointment. During the summer a rise took place in the price of iron ore, in sympathy with which lake freights of all descriptions advanced. These increased freights lessened the values of all the farmer had to export, so that the farmers of the west either sold at lower prices than they anticipated or held their grain, consequently their purchasing power was diminished and they bought very little lumber.

The markets have become enormously overstocked with inferior grades of lumber, and it is this which has caused the present unfavorable condition of the trade. The circumstances which have led to this plethora of coarse, rough lumber are easily understood, and some of them may be noted. First, the removal of the duty on Canadian lumber passing into the United States enabled the coarse Canadian lumber to get into that market and thus stimulated cutting closer, the consequence of which was that a largely increased percentage of coarse logs was taken out. Secondly, the prices which have recently been paid for limits have rendered it necessary, if a profit was to be obtained, that every log which could be got out with any expectation of a return, should be cut and taken to the mills. Thirdly, during the summer of 1894 disastrous bush fires occurred in Michigan, Minnesota and Wisconsin and enormous quantities of pine timber were so badly scorched that in order to realize anything from it the timber had to be cut last winter. Accordingly, the western market, which in an ordinary year consumes a very large percentage of the cut of the north-western states, was flooded with coarse lumber of an inferior quality largely in excess of what it could use as its normal supply. The consequence was that this coarse lumber overflowed in large quantities into the markets of the eastern and middle states, overstocking and demoralizing them, until coarse lumber was a drug everywhere and prices broke. Fourthly, larger quantities of southern pine are being cut each year, and it is finding a market further and further north until now it is actually competing with Ontario coarse lumber in the United States as far north as the south shore of Lake Ontario.

It will be easily understood, therefore, from what has been stated that during the past year the lumber trade has been in an unsatisfactory and depressed condition. It is a matter of congratulation, however, that under such unfavorable circumstances the revenue collected from woods and forests has been so large.

With respect to the future, it is difficult to forecast what may happen. There does not appear to be any grounds upon which to base expectations of immediate substantial improvement in the conditions of the trade. The western lumber markets are overstocked with large quantities of inferior grades of lumber, which will have to go east, and

there does not appear to be any material decrease in the output of logs this present winter, besides which large stocks of last year's logs are still on hand, more than sufficient to equal any possible decrease that may take place in the output this season.

The home market in Ontario has also been dull and inactive. Very little building is being done in the larger cities, and there does not appear to be any immediate prospects of extensive building in any of our cities or large towns. In addition to this there is a constant tendency to use steel frames, etc., for the larger buildings now being erected, and granolithic and materials of a similar character are rapidly displacing plank for sidewalk purposes. In the Rat Portage district, owing to the abundant crops in Manitoba, trade is improving, and as a consequence some of the mills at Rat Portage are taking out a limited stock of logs this season.

The total output of pine from licensed lands of the province last year, including square timber, equalled 843,215,016 feet board measure. So far as can now be estimated, between eight hundred and eight hundred and fifty millions will be taken out this winter, although that estimate may be cut down in sympathy with the dulness of trade.

The Department deemed it expedient to make test measurements and counts of lumbering operations on some of the large streams flowing into Lake Huron, and also on the rivers in the Peterborough district. A staff of men were engaged to count and measure the operations and placed under the charge of the Superintendent of Forest Rangers for the Province, with instructions to make tests, counts, etc., on the French, Spanish and Whitefish rivers flowing into Lake Huron, and on the Gull river waters in the Peterborough district. Owing to the delay in driving the logs, incident to low water and to the great number which were stuck, the expenses were more than had been expected, as it became necessary, in order to render the test complete, to have the men follow the streams up to the limits in order to count the logs which were left along the streams and upon the limits. Some discrepancies in count and measurement were detected, and the parties were notified that the differences, if unaccounted for, would be charged up to their accounts. The investigation did not, however, disclose that there was any general or systematic attempt to defraud the Department, either in count or measurement.

Three examinations of candidates for culler's licenses under the Ontario Cullers' Act were held during the year, at Huntsville, Arnprior and Port Arthur respectively. The number of applicants was sixty, of whom forty-four qualified themselves by passing the examination. The total number of licensed cullers is now 624, as shown in the list given in Appendix No. 85, page 98.

FIRE RANGING.

The total cost of this service for last year was \$26,253.81, of which \$12,080.82 was refunded by licensees, leaving the net expenditure \$14,172.99.

The fire ranging system was established in 1886. Its provisions are briefly as follows: The placing of a number of men during the dangerous period of the summer, say from May to the end of September, on licensed and unlicensed lands of the Crown where, from settlement, railway construction, lumbering or any other cause, fire is so frequently used as to be a source of danger. The number of men necessary to give the proper pro-

tection is left to the owners of the limits, who are familiar with the topography, exposed position of the limit, etc., and they are also allowed to nominate or select the men to be employed, the Department reserving the right to reject or remove any man whom it believes to be unfitted for his duties or who neglects his work. These men are instructed by the Department and are, under Section 14 of the Fire Act, officers for the enforcement of the provisions thereof. They are supplied with large posters of the Fire Act and pamphlet copies of the same, and are instructed to put up the posters in public and conspicuous places throughout the territory under their charge, and to hand pamphlet copies to settlers and others, so that they may have an opportunity of becoming acquainted with the provisions of the law and no excuse for not obeying it. They are authorized to engage assistance should fires break out, and should these assume large and dangerous proportions they are required to notify the licensee and the Department, in order that both may be represented on the spot should that appear necessary. The Department bears half of any expense incurred in suppressing fires, as well as half of the wages of the fire rangers, whose remuneration is fixed at \$2 per day, out of which they have to defray their board, etc. At the end of the season they are required to send in their diaries and sworn accounts and a report upon the fires which occurred, together with the loss, etc.

The past summer was one of the dryest for many years, particularly in the country lying east of Sault Ste. Marie, and the experiences of the rangers in this respect are borne out by the reports of the various meteorological stations. The director of the meteorological office at Toronto states that the temperature in Algoma and Nipissing districts up to the end of May was very much higher than the average. In June there was a change to drought, the rainfall being particularly light and the weather unusually warm. In July the deficiency of rain was even more marked than in June. In August the rainfall, which is ordinarily light, was still below the average. In September there was a marked deficiency of rainfall in Parry Sound and Nipissing districts, while in October the rainfall was everywhere below the average. As a consequence of the very dry and hot character of the summer there had to be a closer watch maintained everywhere, and in certain specially dangerous and exposed regions the staff had to be strengthened beyond what has been customary in an ordinary year, and in one or two instances where large fires occurred in outlying districts a staff had to be sent to the spot to fight the fire. I am glad, however, to be able to say that, owing no doubt in a great measure to the close supervision and systematic organization which existed, no large destruction of timber took place. The only fire of any consequence which occurred on unlicensed territory was in the township of Grant, where a considerable quantity of pine was so badly damaged as to render a sale of it advisable, so that it might be cut and not go to waste. The reports show that 46,556,000 feet of pine were damaged, and the estimated loss was \$38,450. Some of the licensees were unable to put a value on the damaged timber, but as nearly all were aware early in the season of the extent of the fires and the localities in which they occurred, they have made preparations to cut the timber, and the actual loss, therefore, will probably not be great. The chief causes of the fires seem to be the clearing of land by settlers and the carelessness of camping and hunting parties. It is customary to ask the licensees each year to point out any defect in the system and to make any suggestions by which they think it could be improved, but with the exception of a desire to make the keeping

of fire rangers on limits in the summer time obligatory instead of optional there is no suggestion of amendment. They all seem to think that the service is admirably adapted to accomplish the object for which it was established. Representations have been made that in the newer parts of the Province it is sometimes difficult to punish parties who break the law in the setting out of fires, owing to the expense necessary in taking witnesses long distances to a magistrate, and it has been suggested that it would simplify the enforcement of the Act if the law were such that the Lieutenant-Governor-in-Council could clothe certain of the most intelligent of the fire rangers with magisterial powers.

FISHERIES.

Two additional overseers have been appointed since my last report in localities where their services are required. The reports received from the various overseers show that the law respecting fisheries is fairly well observed. The revenue from permits, etc., was \$365.00. A list of the overseers, with their post-office addresses, etc., is given in Appendix No. 11, page 24.

FREE GRANTS.

There are 159 townships open for location under the Free Grants and Homesteads Act, and no addition has been made since my last report. During last year 754 locations were made on 100,040 acres of land, and 62 locatees purchased 1,796 acres; 302 patents were issued to locatees. (See Appendix No. 10, page 20.)

ALGONQUIN AND RONDEAU PARKS.

Preliminary work of various kinds continued largely to occupy the attention of the officers charged with the administration of Algonquin National Park and Rondeau Provincial Park during the past year. In the former, some additional shelter huts have been built for use of the rangers while patrolling the Park, trails, portages and canoe routes have been cleared, a considerable portion of the Park boundaries blazed, and other services of like character performed. Concurrently with this, the work of protecting the timber from fire and the game from poachers has been carried on. A fire occurred on the limits owned by the St. Anthony Lumber Company in Canisbay township, extending over a number of lots, but the real damage done was not great. The Superintendent reports a noticeable increase of the game and fur-bearing animals, as a result of the protection now afforded them. The line of the Ottawa, Arnprior and Parry Sound railway was extended some nine miles into Canisbay during 1895, and the Company intend fully completing the railway across the Park and connecting with the western section at Scotia station on the Grand Trunk during the present year. The large numbers of workmen employed on the road will necessitate close attention on the part of the staff to prevent poaching and damage to timber. I regret to note the death of the late efficient Superintendent, Mr. Peter Thomson, in September last. His place was filled by the promotion of Mr. John Simpson, formerly Chief Ranger. The latter's report will be found in Appendix No. 32, page 59.

At Rondeau Provincial Park, a new and substantial dock has been built for the use of parties visiting the Park by boat, and a wire fence has been put up between the Park and private property at the north end. The beauties of the place are attracting visitors in increasing numbers, and several of the lots surveyed as cottage sites have been leased and houses erected thereon for summer resort. Some difficulty has been experienced in preventing trespassers shooting the game and other birds in the Park, especially during the open season for wild duck, when many pothunters as well as sportsmen resort to the Eau. Convictions were secured in a few cases, and it is hoped that such infractions of the law will now cease. Further details will be found in the Ranger's report, printed as Appendix No. 33, page 66.

CROWN SURVEYS.

The following surveys of townships have been carried out this year :

In the district of Muskoka part of the township of Freeman has been subdivided into lots of 100 acres each ; in the district of Nipissing the township of Murchison has been subdivided into lots of 100 acres each, and the townships of Dana, McNish and Pardo into lots of 320 acres each ; in the district of Rainy River the townships of Van Horne and Wainwright, near Wabigoon on the line of the Canadian Pacific railway, and the township of Bennett on Seine river, Rainy lake, have been subdivided into lots of 320 acres each, as also the township of Haycock near Rat Portage. In the district of Rainy River the surveys of meridian and base lines, and in the district of Thunder Bay the surveys along the line of the Canadian Pacific railway, whereby a system of base lines has been laid down for future reference, which have been prosecuted for several years, have been continued.

The utility of these surveys has been fully demonstrated this season by the great impetus given to mining exploration owing to the facilities afforded by these lines for connecting mining surveys therewith, and by enabling this Department to prepare and publish maps of hitherto unknown regions. A judicious extension of this system into our as yet unpenetrated northern regions is very desirable.

The returns of the above named surveys have been examined and closed. The particulars of the surveys will be found in Appendices Nos. 15 and 20 to 31, pages 29 and 42 to 57.

MUNICIPAL SURVEYS.

The Department has during the year, on the petitions of the municipal councils interested, issued instructions for surveys in the townships of Chinguacousy, North Grimsby, March and Torbolton, Orford and Vespra, and has during the same period confirmed municipal surveys in the townships of Orford and Chinguacousy.

The particulars relating to the surveys will be found in Appendices Nos. 13 and 14 pages 26 and 28.

MINERAL AND OTHER SURVEYS.

The Mines Act 1892 requires that applicants to purchase or lease mining lands in unsurveyed territory shall file surveyor's plans, field notes and descriptions by metes and bounds of their locations in this Department before any sale or lease is carried out. Under Orders-in-Council of dates January 23rd, 1892, December 3rd, 1892, and September 22nd, 1893, applicants to purchase islands or locations in the districts of Thunder bay or Rainy River for agricultural puposes in unsurveyed territory are required to file surveyor's plans, field notes and descriptions by metes and bounds, together with the necessary affidavits of their locations, which are required to be of the form and size, wherever practicable, prescribed by the Mines Act 1892.

Under these regulations a number of applicants in the districts of Algoma, Nipissing, Rainy River and Thunder Bay have filed plans, etc., and an area of 8,924 acres has been sold and patented to them, for which \$15,713.50 has been received; and an area of 13,846 acres has been leased at \$1 per acre for the first year's rental.

The particulars relating to these surveys, sales and leases will be found in Appendices Nos. 16, 17 and 18, pages 30, 34 and 40.

COLONIZATION ROADS.

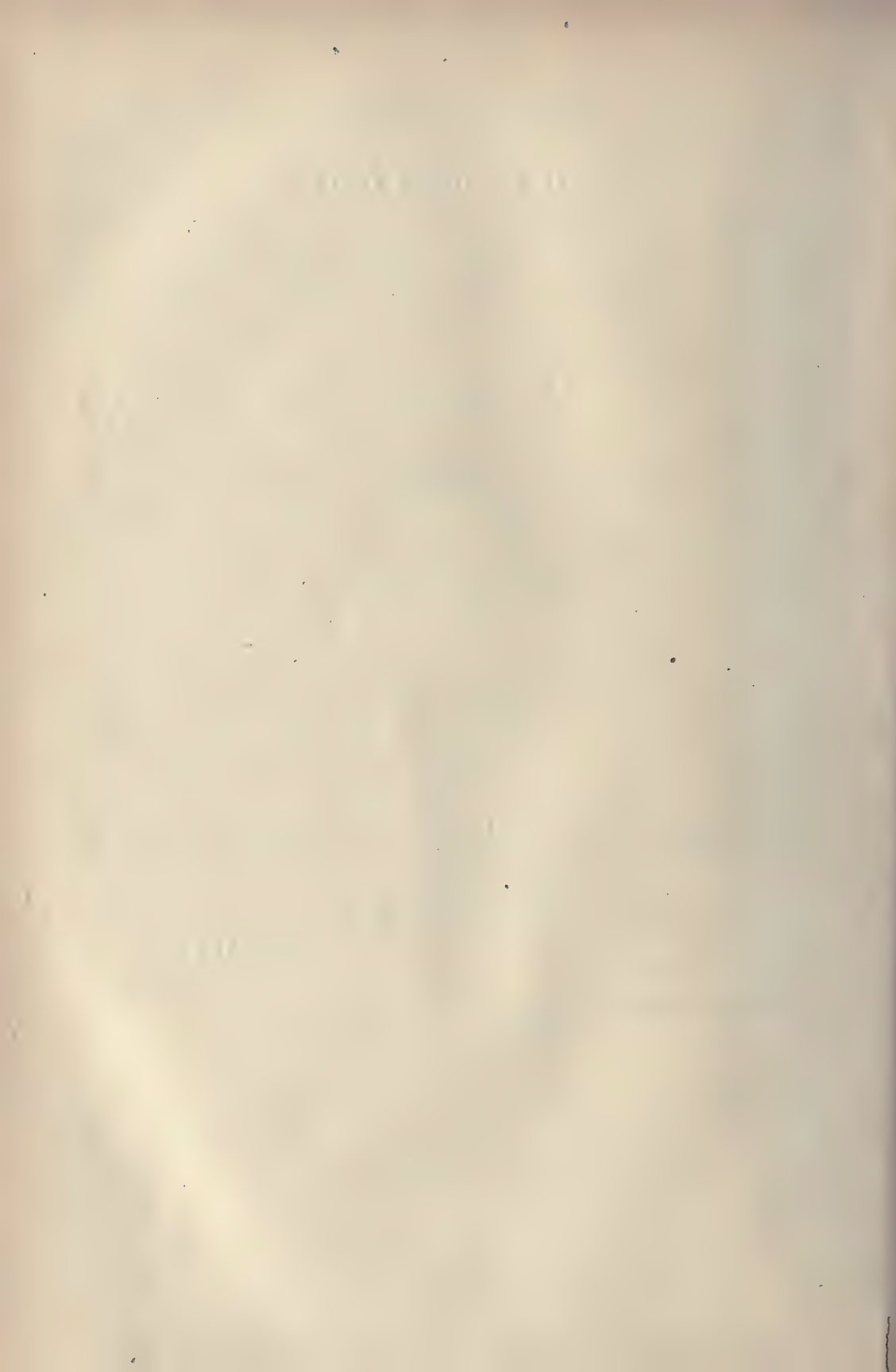
The work done during the year was as follows: Miles of new road constructed, 311; miles of road repaired, 526; bridges erected, 35, and many others repaired. The work done was carefully inspected and reported to be of a satisfactory and substantial character.

The net expenditure was \$116,706.59, the details of which are given in the Superintendent's Report, Appendix No. 34, page 69.

Respectfully submitted,

A. S. HARDY,
Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1895.



APPENDICES.

APPENDIX NO. 1.

RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1895.

B anch.	Name.	Designation.	When appointed.	Salary per annum.	Remarks.
	Hon. A. S. Hardy..... Aubrey White..... George Kennedy..... F. Yeigh.....	Commissioner..... Assistant Commissioner..... Law Clerk..... Shorthand Writer and Clerk..... Inspector of Agencies.....	1889, January 19th..... 1882, January 1st..... 1872, February 1st..... 1880, March 1st.....	\$ c. 4,000 00 2,800 00 2,000 00 1,250 00 150 00	
	A. Kirkwood..... J. J. Murphy..... Julian Sale..... E. S. Williamson..... J. J. Kelly..... C. J. M. Hardy.....	Chief Clerk..... Clerk in charge of Free Grants..... Clerk..... "..... "..... ".....	1854, March 21st..... 1872, May 1st..... 1871, August 5th..... 1889, May 1st..... 1888, March 19th..... 1890, May 31st.....	1,900 00 1,400 00 950 00 900 00 950 00 750 00	Resigned, 1st October.
Sales and Free Grants	G. B. Kirkpatrick..... W. Revell..... W. F. Lewis..... J. M. Grant..... Pedro Alma..... Henry Smith..... C. Cashman..... J. H. Bradshaw.....	Director of Surveys..... Clerk..... "..... Chief Clerk Patents..... Clerk..... Superintendent of Colonization Roads..... Clerk..... ".....	1866, January 30th..... 1871, October 2nd..... 1872, February 5th..... 1860, May 12th..... 1871, August 1st..... 1881, January 1st..... 1872, September 1st..... 1884, June 1st.....	2,000 00 1,300 00 1,000 00 1,400 00 1,250 00 1,900 00 1,150 00 850 00	
Surveys, Patents and Roads	J. A. G. Crozier..... Theo. C. Taylor..... H. R. Hardy..... Kenneth A. Miller..... A. McLaren..... John Durkin..... Henry Cartwright.....	Chief Clerk..... Clerk..... "..... "..... "..... "..... ".....	1867, December 1st..... 1888, August 1st..... 1883, November 1st..... 1891, November 1st..... 1890, May 22nd..... 1893, November 15th..... 1893, October 1st.....	1,750 00 1,400 00 1,100 00 1,000 00 850 00 1,000 00 750 00	
Woods and Forests					

APPENDIX NO. 1.

RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1895.—*Concluded.*

Branch.	Name.	Designation.	When appointed.	Salary per annum.	Remarks.
Accounts	D. G. Ross	Accountant	1861, April 15th	\$ 1,800 00	
	E. Leigh	Clerk	1873, December 20th	1,200 00	
	M. J. Ferris	"	1892, April 1st	850 00	
	C. P. Higgins	"	1873, July 1st	1,100 00	
	C. S. Jones	Registrar	1890, May 22nd	1,500 00	
Forestry	Thomas Southworth	Inspector	1895, April 17th	1,500 00	
Bureau of Mines	A. Blue	Director of Mines	1891, May 8th	2,500 00	
	T. W. Gibson	Secretary and Shorthand Writer	1891, June 19th	1,400 00	
	Aaron Slaght	Inspector	1890, April 18th	750 00	
	A. P. Coleman	Geologist and Mineralogist	1894, January 1st	500 00	
	W. R. Ledger	Clerk and Office Keeper	1891, February 15th	600 00	
	F. Frank	Messenger	1886, December 1st	450 00	

AUBREY WHITE,
Assistant Commissioner.

Accountant.

DEPARTMENT OF CROWN LANDS,
Toronto, 31st December, 1895.

APPENDIX No. 2.

List of Crown Lands Agents for the disposal of Free Grants, for 1895.

Name.	District or county.	Date of appointment.	Salary per annum.	Remarks.
Annis, A. Ellsworth.	Part of District of Rainy River	1895, November 23.	\$ 100 00	
Armstrong, John.	Lake Temiscamingue, District of Nipissing	1893, October 27.	500 00	
Best, S. G.	Part of Parry Sound District	1876, March 23.	500 00	
Campbell, A.	" Rainy River District	1891, May 8.	100 00	
Cockburn, J. D.	Nipissing District	1884, May 21.	500 00	Agent for sale of lands.
Fielding, W.	Part of Victoria	1882, February 23.	500 00	Resigned 28th November, 1895.
Gilligan, E. J.	" Nipissing District	1884, March 26.	500 00	
Hamilton, G.	St. Joseph Island.	1890, September 20.	200 00	
Handy, E.	Part of Parry Sound District	1873, January 3.	500 00	
Hardie, Wm.	" Victoria	1895, November 28.	350 00	
Hollands, C. J.	Town plot of Alberton	1892, October 12.	300 00	
Kirk, W.	Part of District of Muskoka	1892, July 28.	500 00	
Ludgate, Theo.	" Peterborough	1895, January 1.	100 00	Resigned 30th April, 1895.
MacKay, T.	" Parry Sound District	1881, December 5.	500 00	Agent for sale of lands.
Macpherson, R.	" Frontenac	1871, July 18.	250 00	
Marsh, R. J. F.	" Rainy River District	1891, May 8.	200 00	Agent for sale of lands.
McDonald, D. G.	" Algoma District	1888, December 3.	500 00	
Nichols, W. L.	" "	1886, August 27.	200 00	
Reeves, J.	" Nipissing District	1872, February 12.	300 00	
Rattan, J. F.	Thunder Bay District	1889, May 16.	250 00	
Ryan, T. J.	" Algoma District	1888, June 15.	400 00	
Scarlett, J. S.	" Parry Sound District	1880, June 17.	500 00	
Stewart, C. R.	Hastings and Peterborough	1882, May 1.	500 00	
Stewart, James.	Renfrew	1891, September 26.	300 00	
Tait, J. R.	Hastings	1869, May 28.	500 00	
Turner, Wm.	" Renfrew	1892, October 5.	200 00	
Whelan, J.	" Algoma District	1884, September 19.	300 00	
Wilson, W.	" Rainy River District	1891, June 19.	200 00	
Wood, Amos W.	" Frontenac and Addington	1892, December 31.	100 00	

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1895.

APPENDIX No. 3.

STATEMENT of Lands Sold and Leased, amount of Sales, and amount of Collections on Sales and Leases for the year 1895.

Service.	Acres sold and leased.	Amount of sales.	Amount collected on sales and leases.
		\$ c.	\$ c.
Railway Lands	969	1,209 33	718 42
Crown Lands	35,209 $\frac{1}{8}$	37,213 23	43,583 91
Clergy Lands	1,568 $\frac{1}{4}$	1,219 85	6,259 60
Common School Lands	213	557 40	13,942 51
Grammar School Lands	906	851 00	1,512 43
Rent	13,969	.....	26,106 12
Total.....	52,834 $\frac{63}{100}$	41,050 81	92,122 99

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1895.

APPENDIX No. 4.

STATEMENT of the Revenue of the Department of Crown Lands for the year 1895.

Service.	\$ c.	\$ c.
<i>Land Collections :</i>		
Railway Lands	718 42	
Crown Lands	43,583 91	
Clergy Lands	6,259 60	
Common School Lands.....	13,942 51	
Grammar School Lands	1,512 43	
Rent	26,106 12	92,122 99
<i>Woods and Forests :</i>		
Timber Dues	715,106 64	
Ground Rent	61,493 49	
Bonus.....	76,579 73	853,179 86
Casual Fees	420 17	
Cullers' Fees	240 00	
Fishery Licenses.....	365 00	
Rondeau Park.....	26 65	1,061 82
<i>Expenditure Refunds :</i>		
Surveys	1,575 40	
Agents' Salaries (inspection)	17 00	1,592 40
		947,947 07

AUBREY WHITE,
Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1895.

APPENDIX No. 5.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1895 which are considered as special funds.

Service.	\$ c.	\$ c.
<i>Clergy Lands :</i>		
Principal	3,374 81	
Interest	2,884 79	6,259 60
<i>Common School Lands :</i>		
Principal	5,207 38	
Interest	8,737 13	13,942 51
<i>Grammar School Lands :</i>		
Principal	1,097 54	
Interest	414 89	1,512 43
<i>Railway Lands :</i>		
Principal	710 13	
Interest	8 29	718 42
		22,432 96

AUBREY WHITE,
Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1895.

APPENDIX No. 6.

Statement of the Disbursements of the Department of Crown Lands for the year 1895.

Name.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES.			
<i>Land.</i>			
Annis, A. E.	8 34		
Armstrong, J.	500 00		
Best, S. G.	500 00		
Campbell, A.	100 00		
Cockburn, J. D.	500 00		
Fielding, W.	458 33		
Gilligan, B. J.	500 00		
Handy, E.	500 00		
Hamilton, G.	200 00		
Hartle, Wm.	29 17		
Hollands, C. J.	400 00		
Kirk, W.	500 00		
Ludgate, Theo.	33 33		
McDonald, D. G.	500 00		
Mackay, T.	500 00		
Macpherson, R.	250 00		
Marsh, R. J.	200 00		
Nichols, W. L.	200 00		
Reeves, Jas.	300 00		
Ruttan, J. F.	250 00		
Ryan, T. J.	400 00		
Scarlet, J. S.	500 00		
Stewart, James.	300 00		
Stewart, C. R.	500 00		
Tait, J. R.	500 00		
Turner, W.	200 00		
Whelan, J.	300 00		
Wilson, W.	200 00		
Wood, A. W.	100 00		
		9,429 17	
<i>Timber.</i>			
Campbell, P. U.	1,600 00		
Margach, W.	1,600 00		
Macdonald, D. F.	1,600 00		
Munn, H.	1,200 00		
McWilliams, J. B.	2,360 66		
Londry, J. P.	100 00		
		8,460 66	
AGENTS' DISBURSEMENTS.			
<i>Land.</i>			
Armstrong, J.	32 28		
Anderson, D.	2 63		
Cockburn, J. D.	22 03		
Gilligan, B. J.	7 00		
Handy, E.	23 02		
Hamilton, G.	2 17		
Hollands, C. J.	275 38		
Kirk, Wm.	29 16		
Ludgate, Theo.	8 00		
Mackay, T.	11 20		
Marsh, R. J.	8 45		
Nichols, W. L.	38 05		
Ruttan, J. F.	6 60		
Carried forward	465 97	17,889 83	

APPENDIX No. 6.—*Continued.*

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>	465 97	17,889 83	
<i>AGENTS' DISBURSEMENTS.—Continued.</i>			
<i>Land.—Continued.</i>			
Ryan, T. J.....	9 50		
Stewart, James.....	6 50		
Stewart, C. R.....	17 00		
Tait, J. R.....	8 18		
Whelan, J.....	4 89		
Wood, A. W.....	9 14		
		521 18	
<i>Timber.</i>			
Campbell, P. C.:			
Disbursements.....	175 59		
Wages of men, etc.....	580 40		
Furnishing office.....	66 05		
		822 04	
Margach, Wm.:			
Disbursements.....	206 25		
Wages of men, rent, etc.....	393 75		
		600 00	
Macdonald, D. F.....		400 00	
Munro, Hugh.....		150 00	
McWilliams, J. B.....		378 21	
<i>Miscellaneous.</i>			
Ames, D., guarding islands in Labon Lake.....	20 00		
Armstrong, J., inspecting.....	15 00		
Belding, W. W. ".....	116 20		
Brown, John ".....	176 00		
Davis, S., guarding Leonard Island.....	20 00		
Freeman, R., inspecting.....	10 00		
Fairbairn, J. M., services at Belleville Agency.....	90 00		
Gardener, J., inspecting.....	2 50		
Hardy, Hon. A. S., travelling expenses.....	125 00		
Hardy, J. C., ".....	35 00		
Jones, C. S., ".....	51 16		
Kelly, J. J., ".....	6 85		
Livingston, C., inspecting.....	10 00		
Pierson, J., ".....	24 00		
Taylor, T. C., travelling expenses.....	20 00		
Walker, T. A., inspecting.....	6 00		
White, Aubrey, travelling expenses.....	209 16		
Williamson, E. S., travelling expenses.....	13 00		
Yeigh, F., ".....	60 00		
		1,009 87	
CROWN TIMBER OFFICE, OTTAWA.			21,771 13
Darby, E. J., acting agent.....	1,200 00		
Larose, S. C., clerk.....	900 00		
Rainboth, E. J., surveyor.....	200 00		
		2,300 00	
Disbursements.....		680 02	
			2,980 02
CROWN TIMBER OFFICE, QUEBEC.			
Nicholson, B., agent.....	1,400 00		
Harney, Thos., caretaker and messenger ..	100 00		
		1,500 00	
Disbursements.....		318 10	
			1,818 10
<i>Carried forward</i>			26,569 25

APPENDIX No. 6.—Continued.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			26,569 25
FISHERY SERVICE.			
<i>Salaries of Overseers.</i>			
Armstrong, J.	50 00		
Bilton, Geo.	75 00		
Bole, D.	100 00		
Emmons, J.	50 00		
Huntingdon, J. S.	100 00		
Johnson, J. A.	200 00		
Little, J. T.	50 00		
Clark, N.	50 00		
May, D.	50 00		
Moore, F. J.	75 00		
Morgan, Austin	37 50		
McCann, P.	50 00		
McComber, A.	143 50		
McKewen, S. R.	50 00		
McKirdy, W.	50 00		
Seidewand, G. E.	50 00		
Sliter, A. E.	50 00		
Sly, Lester.	50 00		
Smith, R. R.	50 00		
Stapleton, R.	4 37		
Whelan, Jas.	14 59		
Wilmott, H. J.	50 00		
		1,399 96	
<i>Disbursements of Overseers.</i>			
Bole, Duncan	80 45		
Moore, F. J.	27 10		
McKirdy, W.	15 00		
Sly, Lester	5 50		
McComber, Alex.	5 40		
		133 45	
Hutton, John, transporting bass, Muskoka to Mary lake.....		10 00	
Margach, Wm., stocking Rainy River Lakes with bass..		628 45	
Walsh, A. H., badge.....		1 50	
			2,173 36
WOOD RANGING.			
Brady, Jno.		970 00	
Bird, John		100 00	
Bremner, J. L.		820 00	
Beaton, D. H.		145 00	
Belding, A. W.		349 55	
Christie, W. P.		1,583 42	
Clegg, S.		260 00	
Fraser, Duncan		511 30	
Garrow, E.		849 56	
Halliday, Frank.....		863 50	
Halliday, James.....		920 00	
Henderson, C.		906 75	
Johnson, S. M.		1,774 18	
Kennedy, Jno.		1,059 03	
Kehoe, J. J.		40 19	
Ludgate, Theo.		921 15	
Moore, D. H.		1,683 15	
Murray, W.		120 00	
Malone, W. P.		769 10	
<i>Carried forward</i>		14,645 88	28,742 61

APPENDIX No. 6.—Continued.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>		14,645 88	28,742 61
<i>WOOD RANGING.—Continued.</i>			
McCogherty, P		1,342 96	
McGown, W		834 28	
McDougall, D		35 00	
Pardee, J. B., checking returns		352 50	
Paget, Geo		1,392 96	
Quinn, W		327 95	
Russell, W		1,885 69	
Regan, John		1,385 50	
Rowan, John		500 00	
Rudge, H. E., checking returns		800 00	
Sullivan, Jno		1,754 25	
Smith, J. W		977 09	
Sinclair, A. G., checking returns		254 00	
Sinclair, F		1,440 60	
Turgeon, J. B.		50 00	
Wickens, A. E., checking returns		84 00	
White, J. B.		1,442 05	
			29,504 71
<i>FIRE RANGING.</i>			
Aymor, James....		40 00	
Archibald, Jno	180 00		
Disbursements.....	179 50		
		359 50	
Aylward, James.....		158 00	
Armstrong, Ed		246 00	
Austin, Charles		262 00	
Alexander, S			
Disbursements.....		105 80	
Airhart, A	110 00		
Disbursements.....	16 00		
		126 00	
Bowland, Jno		238 00	
Bowland, Wm			
Disbursements.....		866 49	
Brown, J. F		142 00	
Blackwell, Wm		118 00	
Burritt, Alfred		112 50	
Beauleau, A.		212 00	
Bell, Wm		230 00	
Baxter, Wm		196 00	
Brown, H. R		190 00	
Berlinquette, Jules		226 00	
Barnum, John		262 00	
Brannan, Samuel		168 00	
Bromley, Thos		146 00	
Byrnes, T. J		236 00	
Bowland, J. M		150 00	
Campbell, J	462 00		
Disbursements.....	63 38		
		525 38	
Campbell, J. M		112 00	
Cole, Jno		208 00	
Coghlan, James	1893 262 00		
	1894 262 00		
		524 00	
Coghlan, Thos	1893 262 00		
Cochrane, Jno		258 00	
<i>Carried forward</i>		4,680 17	58,247 32

APPENDIX No. 6.—*Continued.*

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>		4,680 17	58,247 32
<i>FIRE RANGING.—Continued.</i>			
Carlin, Thos.....		236 00	
Close, John.....1894	254 00		
Disbursements.....	68 94		
		322 94	
Crawford, Alex.....	208 00		
Disbursements.....	195 55		
		403 55	
Cole, George.....	262 00		
Disbursements.....	6 00		
		268 00	
Curtain, D.....1894		187 00	
Didier, P.....	184 00		
Disbursements.....	12 00		
		196 00	
Didier, L. P., disbursements.....		153 17	
Davies, Jno.....		236 00	
Dufond, Ignace.....		226 00	
Drumm, P.....	246 00		
Disbursements.....	582 75		
		828 75	
Dawkins, Jno.....	250 00		
Disbursements.....	4 00		
		254 00	
Etminski, John.....1894	262 00		
Disbursements.....	20 00		
		282 00	
French, Jno.....1893		256 00	
Fraser, W. A.....1894		212 00	
Fairhall, Ed.....		186 00	
Finlayson, J. H.....		216 00	
Gouldie, E. J.....		240 00	
Gunter, H. M.....		240 00	
Green, N. A.....1894			
Disbursements.....	17 00		
“.....1895	41 00		
Services.....	74 00		
		132 00	
Gunn, Jno.....		50 00	
Gardner, Jno.....	80 00		
Disbursements.....	70 00		
		150 00	
Gill, Charles.....		156 00	
Halley, C.....1893	262 00		
“.....1894	262 00		
		524 00	
Haskins, Jas.....1894		12 00	
Haskins, Wm.....1894		262 00	
Hadley, Jos.....		206 00	
Haystead, John.....			
Disbursements.....		42 00	
Hoff, J. L.....	232 00		
Disbursements.....	30 00		
		262 00	
Hicks, G. W.....		132 00	
Higgins, Jno.....		214 00	
Herron, S.....		106 00	
Jones, C. A., disbursements.....1894		12 00	
Johnson, R. W.....		236 00	
Kissick, Robt.....		229 00	
Langevin, Jos.....		236 00	
<i>Carried forward</i>		14,584 58	58,247 32

APPENDIX No. 6.—*Continued.*

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>			14,584	58	58,247	32
FIRE RANGING.—Continued.						
Long, W. E			212	00		
Letang, J	226	00				
Disbursements	13	80				
Lacroix, H			239	80		
Lynch, Jno., disbursements			236	00		
McFarlane, J. W			186	00		
McBride, A	262	00	129	25		
Disbursements	18	74				
McIntyre, J. E			280	74		
McCreight, Jno			136	00		
McCheesney, S.	1893		250	00		
McWilliams, W	1894		23	00		
Disbursements	11	00				
McMaster, W	1894		13	75		
McGuey, D	262	00	24	75		
Disbursements	103	60	254	00		
McDermott, J. L			365	60		
McDougall, Chas			184	00		
McDougall, Jno			202	00		
McCrea, Ed	222	00	220	00		
Disbursements	16	50				
McConkey, R			238	50		
McNabb, R			60	00		
McColl, A			104	00		
McDonell, Alex	1894		246	00		
Disbursements	22	00				
"	1895					
McDermitt, P	1892		307	00		
"	1893					
McIntyre, W	1894		418	00		
Disbursements	262	00				
Maves, Wm	1895		107	46		
Marquette, C			369	46		
Manning, R			234	00		
Nettleton, Jas	1894		174	00		
Disbursements	262	00	238	00		
Nevers, C	40	20				
Oram, Jno	1873		302	20		
"	1894		236	00		
Oag, Wm			524	00		
Prince, Adam	1893		54	00		
Disbursements	262	00				
Potvin, Jules	1895		236	39		
Phillips, W. J	236	00				
Disbursements	107	50	343	50		
Carried forward			404	00		
			22,051	77	58,247	32

APPENDIX No. 6.—*Continued.*

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>		22,051 77	58,247 32
FIRE RANGING.—Continued.			
Plourd, C.: Disbursements.....		184 50	
Quirk, P. Disbursements.....	140 00 3 00		
Richardson, J.....		143 00	
Ross, Antoine.....		194 00	
Rawson, C. E. Disbursements.....	128 00 81 00	108 00	
Sage, Nelson.....		209 00	
Smith, W. J., disbursements.....		120 00	
Shiels, J. A.....1894	144 00 71 63	60 75	
Scantlin, James Disbursements.....	116 00 29 50	215 63	
Stramberg, N.....		145 50	
Scantlin, J. A Disbursements.....	140 00 35 72	166 00	
Skues, Thos.....1893	262 00	175 72	
.....1894	262 00		
Disbursements.....1894	68 77		
Stanley, Jno.....		592 77	
Taylor, J. B.....1892		138 00	
Thivierge, X.....1893	262 00	72 00	
.....1894	262 00		
Thompson, W.....		524 00	
Taylor, Jas. A Disbursements.....	148 00 11 00	50 00	
Wallace, W. J.: Disbursements.....		159 00	
Watters, Thos.....		287 75	
Wells, Jno. R.....		124 50	
Wells, J. W.....		214 00	
Wood, Wm Disbursements.....	96 00 85 92	108 00	
Walsh, Ed.....		181 92	
		28 00	
Less amount refunded by limit holders.....		26,253 81	
		12,080 82	
<i>Bureau of Mines, Contingencies.</i>			14,172 99
A. Blue, disbursements.....		501 15	
T. W. Gibson, disbursements.....		43 40	
A. Slaght, disbursements.....		212 82	
A. P. Coleman, disbursements.....		665 76	
Burwash, E., services.....		93 00	
W. E. Boustead, assaying.....		62 00	
A. Robillard, services.....		62 00	
D. Boyle, classifying minerals.....		28 50	
Freight on minerals.....	46 77		
Postage, express and telegraphing.....	345 26		
Printing and stationery.....	314 86		
		706 89	
<i>Carried forward</i>		2,375 52	72,420 31

APPENDIX No. 6.—*Concluded.*

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>		2,875 52	72,420 31
<i>Bureau of Mines.—Continued.</i>			
Subscriptions and advertising		454 51	
Photographic supplies		47 40	
Sundries		73 70	
Refunds			2,951 18
Colonization roads			11,376 22
Surveys			116,706 59
Board of Surveyors			29,065 08
Algonquin Park			150 00
Rondeau Park			4,377 21
			3,542 59
<i>Cullers' Examinations.</i>			
Moore, D. H	16 00		
Disbursements	19 28		
		35 28	
Regan, John	16 00		
Disbursements	15 20		
		31 20	
Tait, T. B.	18 00		
Disbursements	9 00		
		27 00	
Printing and stationery		30 68	
			124 16
<i>Forestry, Contingencies.</i>			
T. Southworth, travelling expenses	109 15		
P. Thompson, services	212 00		
		321 15	
G. Bengough, typewriter		122 50	
C. Gripton, stamps		8 50	
Books	15 60		
Subscriptions	75 00		
Stationery	22 04		
Printing and binding	17 75		
		130 39	
			582 54
<i>Contingencies.</i>			
Printing and binding	1,312 75		
Stationery	1,835 54		
		3,148 29	
Postage, telegraphing and express		1,571 86	
Subscriptions and advertising		1,973 26	
Extra clerks		891 00	
Cab hire		174 85	
Sundries		225 76	
			7,985 02
			249,280 85

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1895.

APPENDIX No. 7.

Special sums expended under the direction of the Department during the year 1895.

Name.	\$ c.	\$ c.	\$ c.
<i>Diamond Drill.</i>			
Machinery	141 10		
Freight and express	79 50		
Supplies and labour	1,009 92		
		1,230 52	
R. C. McCorquodale, services	83 33		
Disbursements	46 00		
		129 33	
A. Cossette, services	206 60		
Disbursements	50 90		
		257 50	
W. W. Roche, services	727 45		
Disbursements	34 95		
		762 40	
W. C. Tait, services	363 60		
Disbursements	17 00		
		380 60	
Advertising		83 50	
		2,843 85	
Refunds		2,087 01	
			756 84
<i>Special Count Test and Measurement of Logs in Lake Huron and Peterborough Districts.</i>			
Brown, John		326 20	
Bremner, J. L.		545 80	
Belding, A. W.		338 05	
Olegg, S.		374 95	
Cochrane, Geo.		458 78	
Garrow, E.		1,256 58	
Halliday, Frank.		572 15	
Henderson, C.		1,377 74	
Hurd, Edwin		336 00	
Johnson, J. A.		332 75	
Kennedy, Jno.		573 50	
McGown, W.		584 80	
McWilliams, J. B.		628 37	
Pike, D., Supplies		60 80	
Purvis, John		345 00	
Quinn, W.		394 05	
Robinson, W.		586 05	
Smith, J. W.		962 81	
Swanson, James.		321 90	
Weston, F. P.		248 50	
Tally registers		39 00	
			10,663 78
Colonization pamphlets			2,644 79
Pigeon river slide and dam			245 56
Scarlett investigation			47 25
Moore Commission			686 81
(Expenses of the Commission refunded by the Moore Lumber Company.)			\$15,045 03

D. GEO. ROSS,
Accountant.AUBREY WHITE,
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1895.

APPENDIX No. 8.

WOODS AND FORESTS.

Statement of revenue collected during the year ending 31st December, 1895.

	\$ c.	\$ c.
Amount of Western District collections at Department	537,468 25	
“ “ “ Quebec.....	29,684 01	
		567,152 26
Amount of Belleville collections	19,261 94	
		19,261 94
Amount of Ottawa collections	264,052 74	
“ “ at Quebec	2,712 92	
		266,765 66
		853,179 8

AUBREY WHITE,
Assistant Commissioner.

J. A. G. CROZIER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1895.

APPENDIX

WOODS AND

Statement of timber and amounts accrued from timber dues, ground

Agencies.	Area covered by timber license.	QUANTITY AND					
		Saw logs.				Room and	
		Pine.		Other.		Pine.	
		Pieces.	Ft. B. M.	Pieces.	Ft. B. M.	Pieces.	Ft. B. M.
Western Timber District...	9,753	6,923,858	532,832,685	152,712	7,291,854	80,605	15,711,393
Belleville Timber District ..	1,509	440,778	68,601,183	33,874	3,423,690	13,958	3,244,866
Ottawa Timber District	6,589	2,221,910	199,131,487	44,486	2,201,473	92,921	13,213,754
Total	17,851	9,586,546	800,565,355	231,072	12,917,017	187,484	32,170,013

STATEMENT OF TIMBER,

Agencies.	QUANTITY AND DESCRIPTION OF TIMBER—						
	Tan-bark.	Pulp-wood.	Railway ties.	Posts.	Telegraph poles.	Pickets.	Stave and shingle bolts.
	Cords.	Cords.	Pieces.	Cords.	Pieces.	Pieces.	Cords.
Western Timber District...	437	30,386	728,490	2,133	.....	.....	1,520
Belleville Timber District ..	.....	45	23,368	1,139	593	.....	1
Ottawa Timber District ....	.....	684	156,004	868	925	75	909
Total	437	31,115	907,862	4,140	1,518	75	2,430

J. A. G. CROZIER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1895.

No. 9.

FORESTS.

rent and bonus during the year ending 31st December, 1895.

DESCRIPTION OF TIMBER.

dimension timber.		Square timber.						Cedar.	Cordwood.	
Other.		White pine.		Birch, ash, hemlock, oak, spruce and elm.		Maple.			Hard.	Soft.
Pieces.	Ft. B.M.	Pieces.	Cu. Ft.	Pieces.	Cu. Ft.	Pieces.	Cu. Ft.	Lin. Ft.	Cords.	Cords.
4,198	310,094	13,428	731 081	B 37 A 40 O 7 E 15	973 1,357 177 644	}	}		11	20,029
2,609	740,885									225,068	192	199
7,611	803,082	2,861	142,223	B 6 A 21 H 212 S 10	167 630 4,422 207	}	}	111,927		1,064
14,418	1,854,061	16,289	873,304	B 43 A 61 H 212 O 7 S 10 E 15	1,140 1,987 4,422 177 207 644			}	}	336,995	203	21,292

ETC.—Continued.

Continued.		Amounts accrued.					
Piles and head blocks.		Interest.	Trespass.	Timber dues.	Bonus.	Ground rent.	Total.
Pieces.	Feet.						
3,036	69,354	\$ c. 6,599 29	\$ c. 5,695 12	\$ c. 609,933 85	\$ c. 107,728 88	\$ c. 34,963 32	\$ c. 764,920 46
		214 54	726 11	82,256 08		4,806 00	88,002 73
		2,304 59	24 56	221,375 08		20,307 00	244,011 23
3,036	69,354	9,118 42	6,445 79	913,565 01	107,728 88	60,076 32	1,096,934 42

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 10.

RETURN of the number of locatees and of acers located ; of purchasers and of acres sold ; of lots resumed for non-performance of the settlement duties ; and of patents issued under the "Free Grants and Homesteads Act" during the year 1895.

Townships.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.
Baxter	Muskoka	Wm. Kirk, Bracebridge	5	576	1	28	2	2
Brunel			2	179	1	1	3	4
Chaffey			2	237	1	40	4	2
Draper			4	391	1	1	6	1
Franklin			8	1,322	1	60	1	4
Maculay			2	210	1	1	4	2
Medora			4	572	1	1	4	2
Monck			2	300	1	1	3	2
Morrison			4	751	1	1	4	1
Muskoka			3	463	1	1	4	1
McLeon			1	142	1	1	2	1
Oakley			11	1,629	1	1	11	1
Ridout			5	589	1	40	6	2
Ryde			4	535	1	2	12	4
Stclair			11	1,573	1	1	1	1
Sherborne			3	354	1	1	1	1
Stephenson			6	699	1	2	6	1
Stisted			7	521	1	35	6	2
Watt			7	793	1	1	7	1
Wood			5	637	1	73	4	3
Cardwell	Parry Sound	Theresa McKay, Parry Sound.	8	976	1	1	5	1
Carling			5	779	1	1	7	1
Christie			3	385	1	1	1	1
Ferguson			2	291	1	1	1	1
Foley			1	100	1	1	1	1
Hagerman			1	164	1	90	11	3
Humphrey			11	1,398	1	1	1	1
Monteith			1	200	1	1	4	1
McConkey			6	700	1	1	5	2
McDongall			5	596	1	1	1	1
McKellar			5	596	1	1	1	3
McKenzie			2	267	1	1	2	1
Shawanaga			2	267	1	1	2	1
Wilson			2	267	1	1	2	1

Chapman	8	1,198	1	13	1
Groft	7	1,150	1	4	1
Ferrie	2	398	2	2	2
Gurd	4	700	2	4	3
Lount	6	774	2	4	8
Machar	9	1,695	1	10	1
Mills	1	90	1	1	1
Pringle	1	200	1	6	7
Ryerson	13	1,730	2	5	1
Spence	9	1,081	1	5	1
Strong	4	484	1	3	3
Armour	8	1,087	1	8	8
Bethune	16	2,716	6	26	8
Joly	14	1,495	2	19	3
McMurrich	7	790	1	4	1
Perry	4	722	1	8	4
Proudfoot	12	1,694	1	7	1
Chisholm	23	3,297	1	6	2
Hardy	14	2,211	1	8	9
Hinsworth	7	900	1	6	4
Laurier	9	1,960	2	2	4
Nipissing	1	200	1	2	5
Patterson	1	200	1	2	2
Anson	2	150	1	6	1
Glamorgan	2	199	1	4	1
Hindon	5	568	1	1	1
Luttreworth	4	350	1	1	1
Minden	2	246	1	1	1
Snowdon	2	300	1	2	1
Stanhope	22	2,884	5	1	1
Anstruther	1	196	1	2	1
Burleigh	13	1,778	1	2	1
Chandos	9	1,166	1	3	2
Methuen	6	1,028	2	6	1
Cardiff	7	736	1	109	2
Cavendish	9	1,535	1	5	4
Galway	1	100	1	3	2
Monmouth	1	100	1	1	1
Bangor	1	100	1	1	1
McClure	1	100	1	1	1
Wicklow	1	100	1	1	1
Carlow	1	100	1	1	1
Cashel	10	1,601	1	2	1
Dunganon	13	1,764	1	11	12
Faraday	13	1,764	1	11	12

APPENDIX No. 10.—*Concluded.*

Townships.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots returned.	No. of patents issued.
Herschel	{ Hastings—Con. }	J. R. Tait, L'Amable	13	1,463	.....	.....	4	5
Limerick			5	514	.....	.....	6	.....
Mayo			8	1,402	.....	.....	.....	.....
Monteagle			16	1,934	.....	.....	7	4
Wollaston			3	301	.....	.....	.....	3
Abinger	{ Addington do Frontenac do do do do }	A. W. Wood, Plevna	3	431	1	16	1	1
Denbigh			1	99	.....	.....	1	5
Canonco, South .....			.....	.....	.....	.....	.....	.....
do North			1	200	.....	.....	4	1
Clarendon .....			.....	.....	.....	.....	.....	5
Miller	{ do do do do do }	.....	2	187	1	2	6	3
Palmerston .....			.....	.....	.....	.....	.....	.....
Algona, North			1	200	1	6	.....	3
do South .....			.....	.....	.....	.....	.....	3
Brougham			7	733	.....	.....	.....	3
Grattan	{ Renfrew }	James Reeves, Eganville	1	196	.....	.....	2	9
Hazrat			8	1,075	1	100	7	5
Richards .....			.....	.....	.....	.....	.....	.....
Wilberforce			2	150	.....	.....	3	3
Brudenell			1	200	.....	.....	.....	7
Griffith	{ Renfrew }	John Whelan, Brudenell	1	105	.....	.....	.....	2
Lyndoch			1	99	.....	.....	.....	3
Matawatchan			4	585	.....	.....	2	3
Radcliffe			5	604	.....	.....	.....	6
Raglan			1	109	2	56	.....	8
Sebastopol	{ Renfrew }	.....	2	171	.....	.....	.....	9
Sherwood .....			.....	.....	.....	.....	.....	.....
Alice			5	609	.....	.....	3	3
Buchanan			4	498	1	8	2	4
Fraser			1	100	.....	.....	.....	.....
Head	{ Renfrew }	James Stewart, Pembroke .....	.....	.....	.....	.....	.....	1
Maria .....			.....	.....	.....	.....	.....	.....
McKay			9	1,166	2	24	.....	3
Petewawa			1	130	1	90	2	1
Rolph .....			.....	.....	.....	.....	.....	.....

APPENDIX No. 11.

FISHERY OVERSEERS.

UNDER THE ONTARIO FISHERIES ACT.

Name.	District.	Post office address.	Salary.
John H. Willmott.....	Muskoka District.	Beaumaris	\$ c.
Francis James Moore	Peterborough, Victoria and Haliburton	Lakefield	50 00
Norman Clark	Lanark and parts of Frontenac and Addington	Mississippi Station	75 00
John T. Little	Part of Algoma District	Iron Bridge	50 00
Samuel R. McKewen	Manitoulin Island	Tehkumnah	50 00
Robert R. Smith	Part of Renfrew County	Essexville	50 00
William McKirdy	River and Lake Nepigon and tributaries.....	Nepigon	50 00
John Emmons	Rainy River District	Rat Portage	50 00
John A. Johnson	Parts of Parry Sound and Muskoka	Parry Sound	200 00
Justus B. Smith	Charleston Lake	Charleston	50 00
Peter McCann	Thames River and waters tributary	London	100 00
S. A. Huntington	Lake Nipissing, etc.	North Bay	100 00
Duncan Bole	Algoma District	Sault Ste. Marie	100 00
Lester Sly	Parts of Frontenac and Leeds	Morton	75 00
George Bilton	do	Newborough	75 00
A. E. Sliter	Gananoque River and Lakes, etc	Morton	50 00
Geo. E. Siedewand	Stony Lake, South River and tributaries	Sundridge	50 00
Isaac Gardiner	Rondeau Park	Rondeau	50 00
Daniel May	Bethune, Proudford and parts of other townships	Huntsville	50 00
John Armstrong	Lake Temiscamingue, part of, and tributaries	Haileybury	50 00
Austin Moran	Part of Renfrew County	Mount St. Patrick	50 00
James Whalen	Part of Thunder Bay District	Port Arthur	50 00
Robert S. Stapleton	Lake Manitou and tributary waters	Manitowaning	35 00

A. KIRKWOOD.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1895.

APPENDIX No. 12.

Statement of the number of letters received and mailed by the Department in 1893, 1894, 1895.

Years.	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.	Mines.	Totals.	Names indexed.	Enclosures.	Orders-in-Council.	Returned letters.	Mailed from Department.
1893.....	6,748	839	2,464	5,480	2,081	.....	17,345	24,103	34,000	33	32	28,406
1894.....	7,523	1,030	3,003	5,455	2,215	.....	19,226	24,700	34,600	63	37	29,865
1895.....	10,872	1,277	3,852	5,783	2,263	1,653	25,700	33,688	35,700	65	32	34,184

CHARLES S. JONES,
Registrar.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1895.

APPENDIX No. 13.

Statement of municipal surveys for which instructions were issued during the year 1895.

No.	Name of surveyor.	No.	Date of instructions.	Description of survey.	Date when confirmed.
1	John H. Moore.....	596	January 5th, 1895.....	To survey the ends of concession lines between concessions numbers two and three in the townships of March and Torbolton where they abut on the town line and to plant durable monuments at the ends of those concession lines on said town line.....	
2	Speight & Van Nostrand.	597	April 18th, 1895.....	To survey the road allowance between lots numbers seventeen and eighteen so far as regards the west halves of said lots in the second concession and the east halves of said lots in the third concession west of Huron-ario Street in the township of Chinguacousy and to plant permanent stone or iron monuments to mark the limits of said road allowance, and also at the front and rear angles of the west halves of said lots in the second concession and of the east halves of said lots in the third concession aforesaid where they abut on said road allowance.....	December 2nd, 1895.
3	Richard Coad	598	September 4th, 1895...	To survey road allowance between third and fourth concessions of the township of Orford from the town line between Orford and Aldborough across the several lots to number fifteen or as far west as may be necessary to complete the proper allowance for road and to define said road by permanent stone or iron monuments on each side thereof.....	
4	John H. Moore.....	599	September 20th, 1895..	To survey that portion of the line between the townships of March and Torbolton crossing the second concessions of said townships, and to have the road allowance along said town line across said second concessions defined by stone or iron monuments on each side thereof; also to have the ends of the concession lines between the first and second concessions and between the second and third concessions of said townships surveyed and defined by stone or iron monuments.....	

5	Elihu Stewart.	600	October 11th, 1895.	To survey the road allowance between the eleventh and twelfth concessions of the township of Vespra from lot number five or as near thereto as the original concession line can be clearly ascertained to lot number fifteen or as near thereto as the original concession line can be clearly ascertained and to define said concession road allowance across said lots by permanent stone monuments on either side thereof.....
6	M. W. Hopkins	601	December 3rd, 1895.	To survey the allowance for road between lots numbers fourteen and fifteen in the second concession of the township of North Grimsby and to mark the same by permanent stone or iron monuments, and also to plant permanent stone or iron monuments at the N. W. and S. W. angles of lot number fourteen and at the N. E. and S. E. angles of lot number fifteen in the said second concession

GEO. B. KIRKPATRIOK,
Director of Surveys.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1895.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 14.

Statement of municipal surveys confirmed during the year 1895.

No.	Name of surveyor.	No.	Date of instructions.	Description of survey.	Date when confirmed.
1	Richard Coad	586	July 4th, 1893	To survey the road allowance between the first concession and the rear of the lots north of the Talbot Road in the township of Orford from Johnson's side road between lots numbers sixty-six and sixty-seven north of the Talbot Road easterly to the town line between Orford and Aldborough, and also of the road allowance between the third and fourth concessions of the township of Orford from the town line between Orford and Aldborough westerly to the limit between lots numbers sixteen and seventeen and to define said road allowance by permanent stone or iron monuments on each side thereof	August 2nd, 1895.
2	Speight & Van Nostrand.	597	April 18th, 1895	To survey the road allowance between lots numbers seventeen and eighteen, so far as regards the west halves of said lots in the second concession and the east halves of said lots in the third concession west of Hurontario Street in the township of Chinguacousy, and to plant permanent stone or iron monuments to mark the limits of said road allowance, and also at the front and rear angles of the west halves of said lots in the second concession and of the east halves of said lots in the third concession aforesaid where they abut on said road allowance.....	December 2nd, 1895.

GEO. B. KIRKPATRICK,
Director of Surveys.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Toronto, December 31st, 1895.

APPENDIX No. 15.

Statement of Crown Lands Surveys completed and closed during the year 1895.

No	Date of instructions.	Name of surveyor.	Description of survey.	Amount paid.	Number of acres
1	March 8th 1895	David Beatty.	S. W. part of the township of Freeman.	\$ 400 22	23,114
2	May 7th, 1895	A. H. McDougall.	Township of Van Horne.	1,617 98	
3	May 10th, 1895	T. H. Jones.	Survey of lands at Burlington Beach.	211 30	
4	May 22nd, 1895	A. Niven.	Base and Meridian lines in Rainy River District.	4,260 40	
5	May 30th, 1895	J. W. Fitzgerald.	Township of Murchison.	3,324 37	47,491
6	May 30th, 1895	T. B. Speight.	do Wainwright.	1,610 77	23,011
7	May 30th, 1895	W. R. Burke.	do Dana.	1,618 19	23,117
8	May 30th, 1895	W. M. Davis.	do McNish.	1,631 56	23,308
9	June 3rd, 1895	Eliah Stewart	Outlines of townships, etc., Thunder Bay District.	2,749 80	
10	June 4th, 1895	W. F. O'Hara	Township of Pardo.	1,623 00	23,187
11	June 7th, 1895	H. B. Proudfoot	do Bennett.	1,627 64	23,252
12	June 7th, 1895	T. R. Deacon	do Haycock	1,643 32	23,476
13	July 3rd, 1895	David Beatty.	S. E. part of the township of Freeman.	1,942 43	27,749
14	September 10th, 1895	James Dickson	Inspection of surveys, 1895.	1,252 61	
15		E. J. Rainboth	Services in connection with Crown Timber Agency.	199 50	
16		R. W. Demorest	Survey of line between timber berths 68 and 69, north shore Lake Huron.	179 85	
17		J. McLatchie.	Survey of south boundary of limit of license 207 of 1878-9.	387 02	
18		G. B. Kirkpatrick	Expenses, investigating claims at Rat Portage and Port Frances.	171 55	
19		J. F. E. Johnston	Tracing of Military Reserve, Queenston	20 00	
20		Copp Clark Co.	Maps.	512 25	
21		Map & School Supply Co.	Mounting maps.	225 00	
22		J. F. Whitson	Services as Draughtsman.	1,200 00	
23		A. Kobillard.	do Clerk	666 00	
				29,065 08	237,705

GEO. B. KIRKPATRICK,
Director of Surveys.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1895.

APPENDIX No. 16.

Statement of lands patented in unsurveyed territory in the District of Rainy River during the year 1895.

No.	No. of description.	Patentees.	Description of land.	Acres.	Amount.	Date of patent.
1	405	C. T. Morley	K200, K204, K205 on Reef Point, K201 on Lichen island, all in Rainy lake	153	\$ 306 00	4th January, 1895.
2	406	D. L. Kelly, A. Loughheed, D. Mosher, R. Mosher, E. Mosher, G. Calder	AL117, east of Bad Vermilion lake	33	66 00	" 11th
3	407	James McCoy	673P, north of Seine river and between Shoal and Wild Potato lakes	48	96 00	" 11th
4	408	Patrick W. McCoy	671P, north of Seine river and east of Shoal lake	40	80 00	" 11th
5	409	T. J. Sheridan, C. L. Sheridan, L. H. Austin.	K272, on Seine river, north of 56 mile on Niven's base line	88	176 00	" 12th
6	410	D. L. Kelly, D. Mosher, Rufus Mosher, Robt. Mosher, G. Calder	AL110, AL111, AL112, east of Bad Vermilion lake	120	240 00	" 14th
7	411	Thos. H. Davidson	D120, east of D117, north of Winnipeg river	38	76 00	" 29th
8	412	F. S. Wiley, F. N. Gibbs	272X, or Chappie island, Swell bay, Rainy lake	10	20 00	" 29th
9	413	T. J. Sheridan, C. L. Sheridan, L. H. Austin	WM6, on north side Wild Potato lake	48	96 00	" 29th
10	414	M. McManus, J. Kehl, F. W. Kehl, W. Deary	K271, Seine river near Sturgeon Falls	44	88 00	" 29th
11	415	T. J. Sheridan, C. L. Sheridan, L. H. Austin	WM4, on Wild Potato lake	73	146 00	" 30th
12	416	F. B. McManus	WM5, on north side Wild Potato lake	59	118 00	" 30th
13	417	Oliver Daunais	293P, on south side Treaty island	66	132 00	1st February, 1895.
14	418	Jacob Smith	D119, north of Winnipeg river	62	124 00	" 7th
15	419	T. R. Deacon	Lot 5, con. I, township of Jaffray	78	156 00	" 7th
16	420	Thos. Morrison, W. W. Birdsall	AL101, between Shoal lake and Bad Vermilion lake	40	80 00	" 7th
17	421	W. W. Birdsall, Robt. Wiegand	AL102, between Shoal lake and Bad Vermilion lake	40	80 00	" 9th
18	422	Donald Morrison	Island 226P, Bigstone bay, Lake of the Woods	4	20 00	6th March, 1895
19	423	Jacob Smith	D104, on north side Winnipeg river	52	104 00	15th February, 1895
20	424	Harry Walton	D123, on Winnipeg river	20	40 00	" 16th
21	425	A. Bartley, J. Knauff, R. Wilson	K223, between Bad Vermilion and Shoal lakes	40	80 00	4th March, 1895
22	426	D. L. Kelly, D. Mosher, R. Mosher, G. Calder	K249, between Bad Vermilion and Shoal lakes	40	80 00	" 4th
23	427	Chas. Keehley	K253, K254, east of Seine river and north of Niven's 55th mile post, s. base line	107	214 00	" 5th
24	428	Philibert L'Heureux	Island K105, west of the extreme west point of Hay island	2	20 00	" 11th
25	429	Philibert L'Heureux	D125, north of and adjoining N. Wangle of the municipality of Rat Portage	78	156 00	" 11th
26	430	W. Phair, A. Baker	K206, on west side of Rocky Islet bay, township of Watten	45	90 00	" 11th
27	431	W. Phair, A. Baker	K209, north of 68th mile on Niven's south base line	40	80 00	" 11th
28	432	W. Phair, A. Baker	K214, south of 97th mile on Niven's base line, now in Watten	40	80 00	" 11th
29	433	S. S. Scovil	G10P, adjoining 130 and east of Pipestone point	37	74 00	" 21st
30	434	W. F. Randall	Lot 1, in concession I, township of Jaffray	80	160 00	4th April, 1895.
31	435	Thos. McDonald	Lot 7, in concession IV, township of Jaffray	12	24 00	" 4th
32	436	W. A. Allan	Island 288, Shoal lake, Seine river	3	6 00	" 4th

33	437	O. Daunais, H. D. Gorham	210P, east of Witch bay, Lake of the Woods	76	152 00	5th	"
34	438	O. Daunais, H. D. Gorham	212P, Kat lake east of Yellow Girl point, Lake of the Woods	61	122 00	6th	"
35	439	O. Daunais, H. D. Gorham	209P, on Hollow lake, east of Pipestone point, Lake of the Woods	82	164 00	5th	"
36	440	O. Daunais	A1.34, AL35, between Bleak and Seine bays, Rainy lake	268	536 00	16th	"
37	441	J. K. Brydon, Jas. Robinson	Water lot in front of s. w. part lot 2, and n. part lot 3, block No. 1, west of Main s., Kat Portage	10	20 00	16th	"
38	442	J. H. Henesy, P. Proulx	Island M5, in Whitefish bay, Lake of the Woods	12	24 00	26th	"
39	443	C. K. Hudson, F. B. McManus	663P, east of Bad Vermilion lake	40	80 00	26th	"
40	444	C. K. Hudson, F. B. McManus	K237, west of A112, and south of east end of Bad Vermilion lake	40	80 00	21st	March, 1895.
41	445	Jacob Hose, F. W. Osmiff	Islands 639P, 640P, 641P, 642P, 643P, 644P, 650P, 651P, 652P, 653P, 654P, s. w. of Treaty island	9 1/2	70 00	21st	"
42	446	Jacob Hose, F. W. Osmiff	638P, on Channel island, s. w. of Treaty island, Lake of the Woods	182	182 00	22nd	"
43	447	W. A. Allan	K236, south shore Shoal lake	162	324 00	15th	May, 1895.
44	448	C. Markoll	AL109, n. north of Shoal lake	40	80 00	7th	"
45	449	E. O. Holmstrom	D142, on point between Thompson's island and Poplar bay, Lake of the Woods	43	43 00	13th	"
46	450	A. Carmichael	K6, on west side of Kat Portage bay, Lake of the Woods	194	194 00	13th	"
47	451	A. McQuarrie	Island 2136, north west of Treaty island, Lake of the Woods	1	5 00	15th	"
48	452	J. H. Ogilvie	J027, being three islands in Shoal lake, Seine River	10	20 00	15th	"
49	453	W. C. McAdam, L. M. Franklin, B. Hartman	Island K242, Little Grassy lake, s. e. of 604P, Seine bay	3	20 00	15th	"
50	454	D. P. McNeil, W. Walter, H. Legendre, C. Kraft, J. Brennan, W. H. Whiteside, J. McKenzie, W. M. Adams	HP127, north of Wild Potato lake	80	160 00	23rd	"
51	455	W. A. Dafter	AL145, AL146, south side Little Turtle river and north of 72nd mile Niven's s. base line	110	220 00	27th	"
52	456	R. H. Williams	D130, north side Winnipeg river	75	75 00	29th	"
53	457	J. R. Bunn, S. S. Scovil	D147, D148, north of Helldiver bay, Shoal lake	86	172 00	22nd	"
54	458	P. Carriere	375P, north side Darlington bay, Winnipeg river	7	7 00	3rd	June, 1895.
55	459	Isaac W. Housse	Island D73, west of Bare point, Lake of the Woods	1 1/2	15 00	3rd	"
56	460	W. F. Ireland	Island D71, two miles south of Devil's gap, Lake of the Woods	2 1/2	15 00	3rd	"
57	461	O. Grondin	D146, on Wolf island	77	77 00	5th	"
58	462	R. E. Preston	Island HP61, easterly end Macanlay's lake, Seine river	11	22 00	5th	"
59	463	John R. Bunn, S. S. Scovil	Island D149, Bag bay, Shoal lake, west of Lake of the Woods	15	30 00	5th	"
60	464	Louis Trado	Islands K285, K286, in Swell bay, Rainy lake	33	66 00	6th	"
61	465	T. L. Sheridan, L. H. Austin, E. F. Hubbard, M. M. Morgan, P. Fricker	HP36, south shore Bad Vermilion lake	37	74 00	12th	"
62	466	H. Neep, G. Morgan, P. Fricker	Island HP135, at s. w. end Scott island, Seine bay, Rainy lake	11	22 00	22nd	"
63	467	William Watson	Islands E and K, Red cut bay, Rainy lake, now Hudkirk	4	40 00	22nd	"
64	468	T. A. Gorham	Water lot in front of 291P, Treaty island, Lake of the Woods	2 1/2	6 30	25th	"
65	469	John H. Ogilvie	Islands J016, J018, J023, in Seine bay, Rainy lake	15	48 00	2nd	July, 1895.
66	470	W. Sweet, F. H. Sweet, N. C. Griffin, W. H. Nelson, F. D. Orr, S. T. Power, J. P. Weber	Lot 4, in north range of concession 11, township of Watten	63	157 00	2nd	"
67	471	B. H. Evans	J03, on Scott's island, Seine bay, Rainy lake	67	134 00	3rd	"
68	472	L. Setterington	D123, on north side Winnipeg river	50	50 00	3rd	"
69	473	J. L. McNeill, M. McPhail	Water lot in front of N. 25 ft. of lot 27, w. side Main st., Kat Portage	10 00	10 00	3rd	"
70	474	L. Rossna, J. P. Rosman, J. A. Morse	J041, on Bad Vermilion lake	105	210 00	10th	"
71	475	A. Carmichael	129P, west side Kat Portage bay and north of Indian Reserve 36A	194	194 00	12th	"
72	476	J. R. Bunn, S. S. Scovil	D153, north shore Shoal lake and west of Lake of the Woods	89	178 00	22nd	"
73	477	O. Daunais	Island M12, Ptarmigan bay, Lake of the Woods	20 00	20 00	9th	August, 1895.

APPENDIX No. 16.—*Concluded.*

No.	No. of description.	Patentees.	Designation of land.	Acres.	Amount.	Date of patent.
					\$ c.	
74	478	R. C. Ray, J. F. Reilly, Thos. McDonald.	S. E. part lot 4, con. III, n. part lot 7, con. II, north range, Halkirk	89	222 00	9th August, 1895.
75	479	M. M. Sellers	McA4, Winnipeg river, Keewatin	22	22 00	9th "
76	480	F. W. Canniff	Island D165, south of Channel island, Lake of the Woods.	2	10 00	10th "
77	481	A. C. Bates	HP56, HP57, HP58, north of and adjoining Indian Reserve 23B, Seine river.	184	368 00	10th "
78	482	Harry Walton	D124, Winnipeg river, adjoining north limit of municipality Rat Portage	50	50 00	10th "
79	483	Mount Stuart Elphinstone	188r, Shoal lake, west of Lake of the Woods	95	190 00	16th "
80	484	N. Hague, V. Quackenbush, G. F. Morgan, G. W. Johnson, T. F. O'Flaherty, P. McGuire	K278, south side of east end Bad Vermilion lake.	49	98 00	4th October, 1895.
81	485	William Dawson, jr	HP278, HP279, south of 55 mile post, Niven's south base line	78	156 00	4th "
82	486	William Madden	K115, south of and adjoining C. P. Railway, Keewatin.	28	70 00	5th "
83	487	Jas. McKenzie	Island D164, n. of Indian Reserve 38A, and west of Channel island, Lake of the Woods	28	28 00	5th "
84	488	John Galt, trustee for creditors of G. D. Stinson and M. A. Stinson.	613r, 614r, Sand Point island, Rainy lake.	227	454 00	4th "
85	489	William Phair	HP222, Lower Manitou lake	53	106 00	7th "
86	490	Henry C. Wilkinson	566r, 567r, Whitefish bay, Lake of the Woods.	77½	155 00	5th "
87	491	Oliver Daunais	M13, M14, Island in Ptarmigan bay, Lake of the Woods	36	72 00	5th "
88	492	W. A. Allan	K231, north of Shoal lake, Seine river.	40	80 00	5th "
89	493	Walter Lang	Bush island, Rat Portage bay, Lake of the Woods.	5	25 00	11th "
90	494	R. James Parrott	274r, south of Mink bay, Keewatin.	39	39 00	11th "
91	495	Thomas Burke	S. w. part lot 5, con. VII, Jafray	40	40 00	10th "
92	496	N. Fox, H. C. Ash, M. J. Reid, D. Thomson, W. Langslow, A. M. Swingle, F. Knittel, R. R. Forward	HP145, south of 71st mile post, Niven's south base line	40	80 00	11th "
93	497	A. Loughheed, Robt. Swanson.	AL138, north of Shoal lake, Seine river.	38	76 00	11th "
94	498	H. A. Wiley, P. Messiah	313x, 314x, north of Lynnhed Falls, Seine river	160	320 00	22nd "
95	499	P. A. Smith, F. B. McManus	WM8, River Seine, north of 55½ mile Niven's south base line.	29	58 00	21st "
96	500	A. Baker	Islands 583r, 584r, Rainy river, ½ mile below Fort Frances.	1 100	10 00	21st "
97	501	W. Blunt, C. Fortier, T. J. Sheridan, L. H. Austin, C. L. Sheridan.	668r, north of Shoal lake.	42½	85 00	22nd "
98	502	G. A. Kobold	Islands D166, D167, south of Channel islands, Lake of the Woods.	1 300	10 00	24th "
99	503	James C. Baxter, J. E. Geley	193r, east of Witch bay, Lake of the Woods	33	66 00	24th "
100	504	C. T. Morley	Lot 18, south range, con. I, Watten	78	195 00	15th November, 1895
101	505	Thomas McDonald	D168, on Wolf island, s. w. of Point Aylmer, Lake of the Woods.	38	38 00	14th "
102	505½	P. Manion, J. E. Mathé, G. T. Ware	Island R552, Eagle lake	3½	20 00	24th October, 1895.
103	506	E. D. Murray, A. Darrow	HP297, Pipestone lake, n. of n. w. bay of Rainy lake	73	146 00	14th November, 1895

104	507	S. W. Ray.....	AL95, AL94, AL96, AL97, AL99, AL100, north of Shoal lake, Seine river	243	486 00	6th November, 1895.
105	508	Corporation of the municipality of Rat Portage	Island D72, south of Devil's gap, Lake of the Woods	199	18 00	"
106	509	James Brownlee	Island 645P, at west end of Treaty Island, Lake of the Woods	24	11 00	23rd
107	510	A. E. Edmison	Island 571P, south of a nuth end of Treaty island, Lake of the Woods	3	15 00	12th December, 1895
108	511	J. W. Colclough, F. T. Follinger, G. Girard, J. M. Savage	HP220, HP262, south of s. w. end Upper Manitou lake	114	228 00	"
109	512	William Brinkman	N $\frac{1}{2}$, lot 7 in con. VIII, township of Jaffray	121	121 00	10th
110	513	Henry Burton	Residue of 85P, at west end Rat Portage bay	105	210 00	12th
				6,466 $\frac{55}{100}$	11,425 00	18th

C.L.

GEO. B. KIRKPATRICK, Director of Surveys.

DEPARTMENT OF CROWN LANDS,

TORONTO, December 31st, 1895.

AUBREY WHITE,

Assistant Commissioner.

APPENDIX No. 17.

Statement of mining lands leased under the provisions of the Mines Act, 1892, in the unsurveyed territory of the Districts of Rainy River and Nipissing, during the year 1895. First year's rental being \$1 per acre.

No.	No. of lease.	Names of lessees.	Description of land.	Area.	Date of lease.
1	340	B. F. Turnbull.	J010, island in Seine bay, Rainy lake	33 ⁴⁵ / ₁₀₀	11th January, 1895.
2	341	H. L. Cruso, D. Morrah and Wapana-quayipinace	J06, north of 66M post on Niven's south base line	40	"
3	342	B. Doyle, J. A. McCarthy.	HP31, HP32, HP33, south of Grassy lake, Seine river	286	16th "
4	343	S. S. Smith	167r, on Bad Vermilion lake	116	"
5	344	C. B. Morrison, G. W. Johnson	661P, east of Seine river and north of 55 mile on Niven's base line.	77	22nd "
6	345	F. S. Wiley, F. N. Gibbs	K207, K208, on Goose island, Rainy lake	110	24th "
7	346	F. S. Wiley, F. N. Gibbs	633r, 634P, on little lake between Seine bay and Bad Vermilion lake	56	"
8	347	F. S. Wiley, F. N. Gibbs	270X, or Dude island, 271X, or Mort on island, Swell bay, Rainy lake	91	25th "
9	350	A. McKay	J028, J029, adjoining Indian Reserve, 2362 on the east	80	29th "
10	351	W. G. Lafus	589r, south side Seine bay and Seine river	144	7th February,
11	352	James F. Foley	600P, "	330	"
12	353	Joseph C. Foley	601P, "	324	"
13	354	Clinton Markell	602P, "	220	"
14	355	F. W. Sullivan	603P, 604P, "	462	"
15	356	S. C. Gilman, C. W. Hoyt, E. C. Hall	621P, north side Sand Point island, Rainy lake.	26	"
16	357	F. S. Wiley, F. N. Gibbs	273X, on Swell bay, Rainy lake	57	11th "
17	359	Ed. Randolph, Elizabeth Randolph, Neil Berge	AL113, AL114, AL115, south of E. end Bad Vermilion lake	160	4th March,
18	361	F. Blanchard, W. Jarvis, G. Lloyd.	J08, north of 67 mile post on Niven's south base line.	40	5th "
19	362	A. W. Campbell, E. B. Corey, P. J. O'Donnell	680P, east of Bad Vermilion lake and S. of Niven's 75 mile post.	40	"
20	363	F. Proudfoot and J. F. Reilly	D128, west shore of lake of the Woods and south of Indian Reserve 31B.	45	9th "
21	364	A. Lunn and D. J. Gillon	K217, north shore Bad Vermilion lake	40	"
22	365	H. Norman and A. Benson	D114, north of Russell station	37	21st "
23	366	R. C. Howland, J. Pratt and R. B. Perry	Islands J01 and J02, Seine bay, Rainy lake	36	"
24	367	V. Quackenbush and D. J. Gillon	K262, adjoining K231, and north of Shoal lake.	40	"
25	368	Edward C. Hall	629P, north of Grassy portage and west of Redgut bay	40	4th April,
26	370	J. F. Torrance, G. Durnford and W. Strachan	D129, on Beacon island, south of Yellow Girl point, Lake of the Woods.	137	27th March,
27	371	G. H. Ogilvie, B. C. Howland, R. Perry,	J04, J05, on north side of an island at mouth of Seine bay	70	3rd April,
28	372	M. G. La Geste, C. B. Morrison	K247, N. E. end of Bad Vermilion lake	40	4th "

29	373	M. G. La Gest, C. B. Morrison	K247A, N. E. end of Bad Vermilion lake	20	"
30	374	Thos. S. McClure	K275, east side Island bay, Bad Vermilion lake	16th	"
31	376	Thos. S. McClure	AL135, south of Island bay, Bad Vermilion lake	"	"
32	377	C. P. McClure	AL136, south of Island bay, Bad Vermilion lake	"	"
33	379	H. L. Eschweiler and W. F. Goodhue	Lot 23 in Con. IV. Jaffray	26th	"
34	380	H. L. Eschweiler and W. F. Goodhue	556r, south of C. P. R. and west of Hilly lake	112	"
35	381	W. H. Kiffin and C. A. Ingraham	K257, on south side of Seine river	27th	"
36	383	D. M. Blackwood and D. R. Curtin	JO36, north shore Shoal lake	29th	"
37	384	P. McGuire and Joseph Collins	HP92, north of Indian Reserve, 23a, north of Seine river	40	"
38	385	Jas. H. Southall, S. S. Smith, F. D. Fowler	AL181, on Bad Vermilion lake	16th May,	"
39	386	W. Neal, F. W. Coates	656r, east of Bad Vermilion lake	13th	"
40	387	H. S. Phillips, D. F. M. Hyde, G. S. Coon	HP60, on Little Turtle river, and north of 74th mile Niven's base line	"	"
41	388	H. C. Wilkinson	M3, M4, Whitefish bay, Lake of the Woods	"	"
42	389	D. A. McIntosh	K274, on a point in Bad Vermilion lake	14th	"
43	390	T. L. McIntosh, C. A. Lange, A. Nelson, B. C. Howland	JO50, JO54, north of Indian Reserve, 23b Seine river	"	"
44	391	R. Farrell, W. M. McLeod, R. Dowswell, B. Levarne	Lots 25, 26, 27, in con. A, township of Watten	"	"
45	392	L. H. Austin, L. Willink, C. L. Sheridan, T. J. Sheridan	725r, north of 56 mile post, Niven's S. base line, and north of Seine river	"	"
46	393	D. Mosher, T. J. Sheridan, L. Willink, C. L. Sheridan	774r, north of Shoal lake	16th	"
47	394	L. H. Austin, L. Willink, C. L. Sheridan, T. J. Sheridan	722r, on Seine river, and S. of 58 mile post Niven's S. base line	29th	"
48	395	L. H. Austin, L. Willink, C. L. Sheridan, T. J. Sheridan	724r, on Seine river, north of 57 mile post Niven's S. base line	17th	"
49	396	L. H. Austin, L. Willink, C. L. Sheridan, C. Payombabash, T. J. Sheridan	723r, north of Seine river and north of 58th mile Niven's S. base line	"	"
50	397	H. E. Stanbury, John H. Ogilvie	JO34, on S side of island at mouth of Seine bay	18th	"
51	398	F. W. Coates, Wm. Neal	K263, east of Bad Vermilion lake	45	"
52	399	G. Girard	HP116, north of Shoal lake	27th	"
53	400	A. Bartley, R. J. Wilson, J. Knauff	K222, north of Shoal lake, Seine river	66	"
54	401	A. Bartley, R. J. Wilson, John Knauff	K224, north of Shoal lake, Seine river	16th	"
55	402	M. Lewes, D. McKay, J. H. Ogilvie, G. Webster	JO45, west of and adjoining Indian Reserve, 23a2 Seine river	16th	"
56	403	W. E. Seelye, D. H. Rice	HP85, south of Bad Vermilion lake	29th	"
57	404	W. Strachan, G. Durnford, J. F. Torrance	503r, 503ra, 503rb, east of Cliff island, Lake of the Woods	"	"
58	405	T. L. Rawn, D. J. Lynch, A. Mills	AL143, north of Shoal lake, Seine river	29th	"
59	406	W. E. Seelye, J. C. Gilman, D. H. Rice	HP54, south of west end of Bad Vermilion lake	30th	"
60	407	J. C. Foley	732r, adjoining on the north the 55th mile post, Niven's S. base line	"	"
61	408	J. C. Foley	730r, 731r, north of 53rd mile post, Niven's S. base line	"	"
62	409	Henry Dietrich	HP115, north of 73rd mile post, Niven's S. base line	160	"
63	410	W. W. Bird-sall, R. Swanson	AL98, north of Shoal lake, Seine river	80	"
64	411	D. F. M. Hyde	734r, on north side of 55 mile post, Niven's S. base line	40	"
65	412	H. A. Wilson, C. Gillon	K624, east of Bad Vermilion lake	55	"
66	413	A. Lunn, D. Morrah, D. L. Kelly	AL131, east of Bad Vermilion lake	28	"
				70	"

APPENDIX No. 17.—*Continued.*

No.	No. of lease.	Names of less. ea.	Description of land.	Area.	Date of lease.
67	414	John Berg, M. H. McCrehin, C. O'Keefe, P. J. Roche, P. M. Corrigan	North part lot 15, N. range of con. II., also part of lot 8, con. III., south of Redgut bay, Halkirk	48	31st May, 1895.
68	415	V. Quackenbush, M. Higbee	K293, north of 70 mile post on Niven's S. base line	40	4th June, "
69	416	P. C. Donovan	K245, east end of Bad Vermilion lake	44	"
70	417	M. T. Hickerson, M. Sanders, Ole Fanskee	HP96, on Bad Vermilion lake	96	"
71	418	P. C. Donovan	K246, at east end Bad Vermilion lake	40	"
72	419	H. S. Phillips	K244, at east end Bad Vermilion lake	43	"
73	420	L. Willink, C. L. Sheridan, T. J. Sheridan	769P, north of east side of Shoal lake	160	"
74	421	Edward C. Hall	619P, on Sand Point island, Rainy lake	30	"
75	422	H. Steele, E. T. Archibald	704P, on southerly side of southwest end of Bad Vermilion lake	175	6th "
76	423	D. R. Curtin	HP120, HP121, north of 62 mile post, Niven's S. base line	121	"
77	424	D. McGregor, Jas. Sanders	HP100, north of Bad Vermilion lake	40	"
78	425	B. E. Wells, A. W. Dutton, C. O. Pringle, E. McIntosh, John E. Everett	715P, north of and adjoining 58th mile post on Niven's S. base line	160	7th "
79	426	H. Steele, W. Campbell, J. Mosher, A. Robertson	655P, north of Shoal lake, Seine river	170	"
80	427	W. Blunt, T. J. Sheridan, C. L. Sheridan, D. Mosher, D. S. Kelly	703P, north of Shoal lake	160	"
81	428	W. Douglas	D144, on Bear bay, east of Yellow Girl point	84	"
82	429	W. Douglas	D145, on Bear bay, east of Yellow Girl point	67	"
83	430	C. W. Aust, Jabez Williams, R. C. Ogilvie	JO9, north of 67th mile post, Niven's S. base line	70	"
84	431	G. Webster, J. H. Ogilvie, M. Lewis, D. McKay	JO24, at southwest end of island at mouth of Seine bay	45	"
85	432	T. J. Sheridan, L. Willink, C. L. Sheridan	771P, north of Shoal lake, Seine river	74	"
86	433	T. J. Stinson, G. H. Smith	Parts of 655P, 711P, east of Bad Vermilion lake, not covered by 167P	88	"
87	434	H. M. Bradley, J. L. Robinson	AL155, south of southwest end of Bad Vermilion lake	66	"
88	436	John S. Whiting, E. F. Kendall	355P, on Hell Diver bay, Shoal lake and west of Lake of the Woods	48	"
89	437	D. L. Kelly	702P, north of Shoal lake, Seine river	71	22nd "
90	438	G. W. Glass	AL150, north of east end Little Turtle lake	45	21th "
91	439	B. Doyle, John A. McCarthy	K233, south of Shoal lake, Seine river	40	"

92	440	J. E. Everett, F. Cotey, J. King, O. Belmont	754P, N. W. of N. W. angle of Indian Reserve, 2552 Seine river South part lot 11, north range, con. IL, Halkirk	80	"	"
93	441	William Watson		40	"	"
94	442	H. Steele, W. Campbell, J. Mosher, A. Robertson			"	"
95	443	D. McIntosh Blackwood, D. J. Gillon	660P, north of 70 mile post, Niven's S. base line	80	"	"
96	444	H. Norman, A. Benson	North part lot 14, north range, con. IL, Halkirk	37	25th	"
97	445	W. D. Ferguson	S. west part lot 14, con. IV, Jaffray	40	"	"
98	446	W. D. Ferguson	D155, Bear bay, E. of Yellow Girl point, Lake of the Woods	46	28th	"
99	448	D. McGregor, Wm. Crawford, G. F. Hulbert	D153, D154, Bear bay, E. of Yellow Girl point, Lake of the Woods	100	"	"
100	448	W. Bernard, F. Tremblay	HP184, north of and adjoining 80th mile post, Niven's S. base line	47	3rd July,	"
101	449	A. Lunn, Jas. Dunne	HP147, north of and adjoining 72nd mile post, Niven's S. base line	60	"	"
102	450	V. O'Brien	HP59, South of Little Turtle lake	40	"	"
103	451	DeForest M. Hyde	HP133, north of Grassy lake, Seine river	43	"	"
104	452	T. J. Stinson, G. S. Coon, Def. M. Hyde	HP150, south of west arm, Bad Vermilion lake	86	4th	"
105	453	W. H. Fisher, A. Ausman	S1, S2, north of 53 mile post, on Niven's S. base line	114½	"	"
106	456	W. S. Proudfoot, J. F. Reilly, F. Proudfoot	HP177, west of Niven's 5th meridian line and north of Seine river	80	9th	"
107	457	W. S. Proudfoot, J. F. Reilly, F. Proudfoot	D157, on Outer bay, Lake of the Woods	47	10th	"
108	458	W. A. Dafter	D156, on Cochrane island, Monument bay, Lake of the Woods	46	10th	"
109	459	H. C. McNaughton, E. D. Gay	HP211, north and south of the 72nd mile post on Niven's S. base line	106	24th	"
110	460	W. A. Dafter	HP187, HP158, on S. side Seine river, E. of Sturgeon Falls	132	26th	"
111	461	H. L. Cruso, D. Morrah, A. O. Butler	HP200, south of Little Turtle river	38	24th	"
112	463	Peter Connolly, P. LePage, D. R. Cur- tin	HP61, south of 66th mile post Niven's S. base line	80	25th	"
113	464	D. E. Sprague	HP181, HP182, N. of 79th mile on Niven's south base line	120	24th	"
114	465	S. S. Smith, J. H. Southall, W. E. Stone	301P, 302P, Long lake, east of Pine Portage bay Lake of the Woods	140	12th August,	"
115	466	S. S. Smith, J. H. Southall, W. E. Stone	HP144, south of Little Turtle lake	45	"	"
116	467	S. S. Smith, J. H. Southall, W. E. Stone	HP139, north side of east end of Little Turtle lake	40	13th	"
117	468	S. S. Smith, J. H. Southall, W. E. Stone	HP141, south side of Little Turtle lake	44	14th	"
118	470	H. S. Davis, M. N. Worth, D. D. Mur- ray, J. E. Drouillard	HP138, north of Little Turtle river	43	"	"
119	471	A. Benson, H. Norman	AL175, Bad Vermilion creek west of Shoal lake	50	"	"
120	472	M. Black, C. H. Graves	S. E. part lot 13, in con. VI, Jaffray	40	"	"
121	473	C. H. Graves	HP235, HP236, on Niven's 5th meridian line W. side of 3rd mile	80	"	"
122	474	C. H. Graves	HP192, north of 76th mile, Niven's S. base line and north Bad Vermilion lake	40	"	"
123	475	C. H. Graves	HP231, north of 56th mile, Niven's S. base line	41	15th	"
124	476	Edward Doyle, A. Darrow	HP178, HP179, east of 3rd mile, Niven's 5th meridian line	80	"	"
125	479	G. Webster, W. Neal, A. Lunn, W. Fleming	HP297, Pipestone lake, north of N. W. bay of Rainy lake	73	"	"
126	480	D. C. Curtin, D. M. Blackwood	J087, Shoal lake, Seine river	136	1st October,	"
127	481	Theo. Freytag	HP106, HP107, HP108, Shoal lake, Seine river	284	"	"
			HP249, south side Bad Vermilion lake	93	"	"

APPENDIX No. 17.—*Concluded.*

No.	No. of lease.	Names of lessees.	Description of land.	Area.	Date of lease.
128	482	L. Larson	237½, south side Little Turtle lake, north of Bad Vermilion lake.	43	1st October, 1895.
129	483	J. C. Hobbs	SI13, north of Little Turtle river.	40	"
130	484	W. S. Vanzant, W. W. Lamb, J. Mueller, M. Schmidt	701½, east of Little Grassy lake near mouth of Seine river	40	3rd "
131	487	C. H. Graves	HP271, north of Seine river and east of Sturgeon Falls	40	11th "
132	488	O. Daunais	MXI, Hall Diver bay, Shoal lake, west of Lake of the Woods	97	10th "
133	489	G. Moulton, T. Prendible, P. T. Brownell	K256, on west side Seine river above Sturgeon Falls	53	"
134	490	G. Moulton, T. Prendible, P. T. Brownell	K255, on west side Seine river above Sturgeon Falls	50	"
135	491	C. H. Graves	AL178, AL179, S. side of Grassy lake, Seine river	129	10th "
136	492	C. W. Aust	HP44, Bad Vermilion lake	45	5th "
137	493	J. J. McAniff, J. G. Naughton, S. A. Staynbaugh	AL144, north of Shoal lake	80	"
138	494	A. A. Wilson, H. Williams, A. Bloom, J. L. Lusk	K361, south of Little Turtle lake and north of 79th mile on Niven's south base line.	80	"
139	495	A. M. Hay	McA22, east of Spike point, Shoal lake, west of Lake of the Woods	48	"
140	496	W. A. Dafter	HP79, Little Turtle river	40	"
141	498	A. M. Hay	K76, parts of 190½, 191½, 192½, 193½, near Pipestone point, Lake of the Woods	444	"
142	499	S. D. Nettleton, G. S. Gartley, H. W. Phelps, J. S. Chamberlain	S26, on 3rd portage, Manitou route, north of Upper Manitou lake.	40	26th November,
143	500	John Rodi, L. Nielsen, A. J. Nielsen	256½, south of Little Turtle Lake and north of 77th mile post, Niven's S. base line	40	23rd "
144	501	C. Johnson, N. Gousten, C. O. Crostue	Lot 10, N. range, con. II., Halkirk	40	"
145	502	John Rodi	238½, south side of west end Little Turtle lake	96	15th "
146	503	James Gilbert	K373, east of 3rd mile on Niven's 5th meridian line	60	"
147	504	S. D. Nettleton, D. D. Adams, H. W. Phelps, J. H. Chamberlain	S27, on 3rd portage, Manitou route, north of Upper Manitou lake.	40	18th "
148	505	J. Berg, A. Francon, E. Francon, J. Francon, G. Asplund	HP258, on a point on S. shore Upper Manitou lake and islands HP259, HP260, adjoining	40	"
149	506	M. H. McCrehin, A. M. Waggy	Part of lot 9 in con. III., Halkirk, adjoining Red Gut bay	131	20th "
				35	22nd "

150	Isabella Seager, J. E. Everett.....	700P, south of Seine river and north of 54th mile, Niven s S. base line.....	40	"	"
151	F. A. Griswold, John Norton	HP383, south of south-west end of Upper Manitou lake.....	40	3rd December,	"
152	George E. Weston	AL149, south side of Little Turtle lake.....	71	2nd	"
153	H. C. Wilkinson	D177, south-east of Paddle point, Whitefish bay, Lake of the Woods	45	16th	"
154	W. G. Motley, H. C. Wilkinson	D174, Whitefish bay, Lake of the Woods	39	"	"
155	G. A. Elliott, C. A. Moore	263P, north of C. P. R. and now in the township of Jaffray.....	160	5th	"
156	Hy. Dietrich and A. Rohrer	HP230, west side Calm lake, Seine River	138	17th	"
157	J. H. Henesy	D181, D182, Ash Rapids, Lake of the Woods	85	"	"
158	Thomas Walsh	709P, north of Wild Potato lake	40	26th	"
			13,846 $\frac{70}{100}$		

AUBREY WHITE,
Assistant Commissioner.

GEORGE B. KIRKPATRICK,
Director of Surveys.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1895.

APPENDIX No. 18.

Statement of lands patented in unsurveyed territory in the Districts of Nipissing, Algoma and Thunder Bay during the year 1895.

No.	Number of description.	Patentee.	Designation of land.	Acres.	Amount.	Date of patent.
1	47,829 C.L.S.	St. Anthony Lumber Co.....	Block of land between lot 5 in concession IV. and the western boundary of township, also north halves of lots 8 and 9 in concession IV. Alry	500	\$ 250 00	4th January, 1895.
2	47,866 C.L.S.	James Playfair	North Grant Island, south of township of Bright	7½	37 00	27th February, 1895
3	47,867 C.L.S.	Sault Ste. Marie Bridge Co.....	Land covered by water between St. Mary's Island and River St. Mary	¾	35 50	2nd March, 1895.
4	3,030 M.	C. S. Hanes, W. R. Rodd, R. Wigle, R. Fader.....	Mining location A on Blind River, north shore Lake Huron, in lieu of patent No. 18 .....	.....	.....	13th March, 1895.
5	3,032 M.	James Hammond	Mining locations W 217 and W 220 on River Mattawin	949	1,898 00	13th April, 1895.
6	48,095 C.L.S.	L. O. Armstrong	East Davy Island and Lasher Island opposite Desbarat location, Lake Huron.....	.....	.....	.....
7	3,047 M.	P. McKellar.....	Mining location R 559, north of Jackfish Bay, Lake Superior	1½	10 00	4th October, 1895
8	3,049 M.	James Hammond & C. C. Abbott	Mining location R 559, north shore of Round Lake, east boundary of township of Moss	160	400 00	24th October, 1895.
9	3,050 M.	"	Mining location R 558, adjoining 502, west end of Lake Shebandowan	253	506 00	14th November, 1895.
10	3,051 M.	"	Mining location R 560, R 561, R 564, north side Kawawagamog River	158	316 00	14th November, 1895.
11	3,052 M.	"	Mining location R 557, southwest of Shebandowan Lake and on north west shore of Watershed Lake	269	538 00	12th November, 1895.
12	48,151 C.L.S.	S. O. Peace	Location 310 x, near Linkoping Station, C. P. R.	40	80 00	11th November, 1895.
13	3,055	E. Mitchell	Walker Island, High Island, House Island, Poole Island, Portlock Harbor, Lake Huron	39	39 00	6th December, 1895.
14	3,056	H. T. Lamport, Wm. McCabe ..	WD77, Wolf Lake, north of Matagamising Lake.....	35	87 00	11th December, 1895.
				45	90 00	
				2,457 ½	4,288 50	

GEO. B. KIRKPATRICK,
Director of Surveys.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1895.

APPENDIX No. 19.

STATEMENT of Patents, etc., issued by the Patents Branch during the year 1895 :

	Number.
Crown Lands	339
School "	73
Mining "	27
Public " (late clergy reserves).....	26
Free Grant Lands, (A. A)	33
" " (under Act of 1880)	233
Rainy River " (mining, etc.)	110
Mining Leases	177
Licenses of Occupation	8
Rondeau Harbor Leases	5
Total.....	1,031

JOHN M. GRANT,
Chief Clerk.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1895.

SURVEYORS' REPORTS.

(Appendix No. 20.)

SOUTH-EAST PART OF THE TOWNSHIP OF FREEMAN

DISTRICT OF MUSKOKA.

PARRY SOUND, ONTARIO,

December 16th, 1895.

SIR,—I have the honor to report that I have completed the survey of part of the township of Freeman under your instructions dated July 3rd, 1895 :

I commenced the survey at the south-east angle of the township, where I planted an iron post, marked with a cold chisel, "Medora" on the east side, "Gibson" on the south-west side, and "Freeman" on north-west side as directed. I brushed out the south boundary, which I chained and posted westward, also brushed out and chained the east boundary northward. I first observed Polaris at eastern elongation for meridian on the sixth of August ten hours twenty-eight minutes P. M. on the south boundary at the line between lots 15 and 16, Azimuth, one degree forty-six minutes fifteen seconds. I then ran said line north twenty degrees fifty-one minutes forty seconds west to concession line IV. and V., where I again observed Polaris on August 10th at ten hours twelve minutes P. M., and ran concession line IV. and V. north sixty-nine degrees eight minutes forty seconds east, and observed Polaris on August 21st at nine hours twenty-nine minutes p.m., having surveyed concession line II. and III. and side lines 5 and 6, and 10 and 11, and continued my work northward to the north boundary under repeated observations of Polaris. At north-east angle of township I planted an iron post marked with the names of the four townships. From this post I ran the north boundary to side line 15 and 16. Concessions VIII. and IX. were also surveyed as far west as this side line, the concessions I. to VII. were surveyed westward to line thirty-five and thirty-six, which I had run last winter. The township is well timbered with pine and hardwood from the east boundary westward to lot twenty-five on concession line IV. and V. south side of Moon River, where the timber has been destroyed by fire several years ago. All that part of the township surveyed on the north side of Moon River is green bush.

The township is drained by Moon River, which enters from the south on lot 14 and runs north-westerly, crossing concession line VI and VII. on lots 27 and 28, and thence in the same direction to its outlet into the Georgian Bay.

There is a fairly good waggon road made and used by the lumber company now operating in the township, starting from Foot's bay, on Lake Joseph in the township of Medora, entering Freeman in concession V. and running westward as far as lot 27, where it crosses concession line VI. and VII., passing the lumber company's several shanties on its route.

There are about seven thousand acres in the south-eastern part of the township that will compare favorably with other portions of the district for agricultural purposes, the rest of the township is rolling and rocky, but well timbered with pine of good quality excepting that portion which has been burnt over.

I have the honour to be, Sir,

Your obedient servant,

(Sgd.) DAVID BEATTY,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 21.)

SOUTH-WEST PART OF THE TOWNSHIP OF FREEMAN.

DISTRICT OF MUSKOKA.

PARRY SOUND, ONTARIO,

June 14th, 1895.

SIR,—I have the honor to report that I have completed the survey of part of the township of Freeman as directed by your instructions dated March 8th, 1895 :

On the 19th of March, after receiving your instructions I drove down on the ice from Parry Sound to John King's place below Moose Point where I stayed all night, and sent my hired team back to the Sound the next morning, and moved in to the east end of Tadenac Lake, taking my supplies on handsleighs, and camped within a few chains of the south-east corner of my work, and observed Polaris the same night for meridian, and commenced work by running the centre line between lots 35 and 36, north 20 degrees, 51 minutes, 40 seconds west. After running said line for two days I then chained my south boundary or north boundary of township of Gibson, westward to the Georgian Bay. I was directed by your instructions to reposit said line on the south or Gibson side, but after chaining and posting for a mile and a half, I found one of the Gibson posts, and found that my chaining was not agreeing with the old chaining. I decided not to post the Gibson side any farther, but planted centre posts and corresponding ones on the north side through to the Georgian Bay. I carried on my work to completion, observing Polaris frequently for the astronomic bearing of my lines.

The greater part of the country which I surveyed has been burnt over, and is little or no use for agricultural purposes ; the only portion of my survey that has not been burnt over is about fifteen hundred acres lying north of Tadenac Lake, which is fairly well timbered with pine and hemlock ; that portion lying north of the deep bay and in concession V. and VI., and west of side road 40 and 41, has considerable good pine scattered throughout, but the country is rocky and valueless for agricultural purposes.

I have the honor to be Sir,

Your obedient servant,

(Sgd.) DAVID BEATTY,

Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 22.)

TOWNSHIP OF McNISH.

DISTRICT OF NIPISSING.

WOODSTOCK, ONTARIO,

November 1st, 1895.

SIR,—I have the honor to report as follows, respecting the survey of the township of McNish in the district of Nipissing, under instructions from your department, dated 30th May, 1895 :

I proceeded to the work with a party of thirteen men, from Sturgeon Falls, *via* Sturgeon River, on the 14th August and reached the south boundary of the township on the evening of the 16th August.

Work was carried on continuously till the completion of the survey at the south-west corner of the township on the 18th September.

At the south-east angle of the township, I found an old balsam post in stone mound, marked concession VI. on south side and lot I. on west side. At the north-west corner of this post, I planted a $1\frac{1}{4}$ inch gas-pipe post with McNish cut with a cold chisel on the side facing the township.

At the south-west angle of the township, I found a red pine post marked 33 on the south-west side, 34 on the north-west side, 25 on the south-east side, and 26 on the north-east side; also a poplar post marked lot 12 on the east side, concession VI. on the south and concession I. on the north. I planted a $1\frac{1}{4}$ inch gas-pipe post with "McNish" cut with a cold chisel on the side facing the township.

At the north-east angle of the township, I found an old pitch pine post marked 18 on south-east side; and 26 on south-west side; I planted on the south-west side of this post a $1\frac{1}{4}$ inch gas-pipe post having McNish cut with a cold chisel on the side facing the township.

At the north-west angle of the township, I found a pine post marked on the south-west side 34, Kelly, lot I., concession VI. on the south-east side concession VI. and XXVI.; on the south-east side of this post I planted a $1\frac{1}{4}$ inch gas-pipe post having "McNish" cut with a cold chisel on the side facing the township.

The whole surface of the township is very rugged, many of the hills being 300 feet in height and usually having at least one side nearly perpendicular.

In the numerous beautiful lakes, black bass and pike are abundant, and game of many kinds is everywhere plentiful.

The Sturgeon river, which runs through the centre of the township, though three days' journey from its mouth, is still a large river, averaging about a chain and a half in width and of a varying depth of three or four to fifteen or twenty feet, with moderately swift current.

The timber is principally balsam, birch, pine, tamarac, spruce and poplar; there is no white pine worth mentioning. The spruce which is suitable for pulp wood, is nowhere found in large quantities, but is scattered pretty evenly over the whole township.

No economic minerals were met with during the progress of the work.

The variation of the compass is $6^{\circ} 45'$ west, and excepting occasional temporary alterations due to local causes, remained at this throughout the whole survey.

I have the honor to be, Sir,
Your obedient servant,

(Sgd.) WM. MAHLON DAVIS,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 23.)

TOWNSHIP OF PARDO.

DISTRICT OF NIPISSING.

CHATHAM, ONTARIO,
November 22nd, 1895.

SIR,—I have the honor to submit the following general report of the survey entrusted to me this season:

In accordance with instructions received from your Department, dated the 4th day of June, 1895, I left Chatham on August 6th, to survey the township of Pardo, in the District of Nipissing.

I arrived at Sturgeon Falls on the evening of the same day, and spent the following day in providing myself with outfit and provisions, and engaging my party.

On August the 8th I left Sturgeon Falls for the scene of my field operations.

My route was up the Sturgeon River, whose angry waters greatly impeded my progress.

I passed Sandy Falls, two rapids, and Smoky Falls, where I found the necessity of making portages. The rest of my canoe route was also accomplished with considerable difficulty, owing to the rapidity of the current.

I landed about 100 yards above the point where the south boundary of the township of Dana crosses the Sturgeon River, whence I proceeded to the south-east corner of the township of Pardo. At this corner I found the tamarac post referred to in my instructions, in a stone mound, and marked, "McWilliams, concession VI, lot 12," on the south-east face alongside of which there stood an iron post, marked "Dana" on the south-west face. I marked "Pardo, concession I, lot 1," on the north-west face of the tamarac post aforesaid. At this point, according to my instructions, I commenced my survey, planting the lot posts along the south boundary, or the north boundary of the township of Dana. I ran the side lines and concession lines, respectively north and west, astronomically.

The east and west boundaries bear a little to the east, they having been run between posts, which were already planted for the township corners. I ran the east boundary, commencing at the aforesaid south-east corner of the township or the north-west corner of the township of McWilliams, otherwise the north-east corner of the township of Dana, at the tamarac and iron posts above described, northerly, to a pitch pine post in a stone mound, marked "18" on the south-west face, and "10" on the south-east face, planted on a base exploration line of 1881. Alongside this post, and on the south-west face, I planted for the north-east corner of the township of Pardo an iron post $1\frac{1}{2}$ inches in diameter, and 3 feet long, made of gas pipe, welded to a point at the bottom, and closed with a cap screwed on the top, marked "Con. VI" on the south side, "Pardo" on the south-west side, and "Lot 1" on the west side. The west boundary is identical with the east boundary of the township of McNish, which is run from posts described as follows:—A tamarac post in a stone mound, marked "Dana, con. VI., 12," on the south-east face, "Pardo, con. I., 12" on the north-east face, and an iron post marked, "McNish, con. I, lot 1," on the north-west face. Commencing at the above described posts, and running northerly to a pitch-pine post in a stone mound planted on the aforesaid base exploration line of 1881, and marked, "18 Pardo 12, con. VI," on the south-east face "28," and an iron post, marked "McNish" on the south-west face. The base exploration line referred to is the north boundary of the township of Pardo, besides being a standard parallel of latitude, and a base line for other townships.

The township of Pardo has suffered greatly from forest fires, but there yet remains a belt of valuable timber extending from the south-west corner to the north-east corner, and consisting of white and red or Norway pine, spruce, balsam, tamarac, cedar, white birch, maple and poplar, all of which I found in very nearly equal quantities. I also occasionally met with black oak, black ash, red birch, and wild cherry. The valuable timber can, I think, be marketed without great difficulty, owing to the proximity of the Sturgeon River down which it might be floated to the place of manufacture or export. This timbered portion of the township is all of more or less value for agricultural purposes, consisting of drift and sandy loam in places. The many marshes and shallow ponds being easily drained, leaving a very rich alluvial soil. There are several small tracts, which will in all probability be under cultivation at no distant day. The north-west and south-east portions of the township consists of brule burned at different periods; the former probably 75 to 100 years ago, judging from the size of the second growth timber, which consists chiefly of white birch and poplar. The latter section, I learned from one of my party (whose father remembers some of the fires), was burned in 1859. The second growth trees are very small, but there is evidence of the prior existence of a valuable forest. The township is divided into three geological formations. The south-easterly portion be-

longs to the Laurentian ; the centre belt, or the well timbered portion, extending from the south-west corner to the north east corner, to the Huronian and Cambrian, and the north-west portion to the Laurentian and Huronian. I met with a great many small lakes and ponds, ranging from one-eighth or one-tenth of an acre to two hundred acres. Most of these have been formed by the damming of small streams—the work of beavers, which seem to be, or have been, in very large numbers. I found some of them dammed at places which favored the work throughout their entire length, forming chains of ponds, connected only by small brooks of insignificant depth and width, and fed only by the drainage from the hills. Some of the lakes in the township contain magnificent fish ; black, green and rock bass, pickerel and pike.

Game is plentiful ; ruffed grouse and Canada grouse, or spruce partridge, being in abundance ; moose red deer, bear, beaver, martin, porcupine, wolves, and wild-cats, are also plentiful, as indicated by their tracks recently made.

On lot 12 in the 3rd concession of the township I discovered a stream with a rapid current, eighteen inches deep and thirty feet wide, of very clear cold water, slightly impregnated with mineral, the chemical compound of which I did not recognize. This stream has its source apparently within the limits of lot 12 in the 3rd concession, and evidently issues from springs wholly within that lot. One of these sources I discovered to be a reservoir or deep basin in the ground, twenty feet in diameter, and over thirty feet deep. This stream flows southerly, then south-westerly, and finds its way into the Sturgeon river.

I may add that lot 12 in the 2nd and 3rd concessions are the best portions of the township for agricultural purposes, as they consist of a fertile clay soil, and are in the timbered part of the township.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) W. F. O'HARA,

Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 24)

TOWNSHIP OF MURCHISON.

DISTRICT OF NIPISSING.

PETERBOROUGH, ONTARIO,

December 19th, 1895.

SIR,—I have the honor to submit herewith the field notes and plan of survey of the township of Murchison, in the Nipissing District, performed under your instructions, dated May 30th, 1895.

Murchison lies south of Algonquin Park and the township of Clancey.

The Ottawa, Arnprior and Parry Sound Railway runs through its south part, and, at the time of survey, afforded passenger accommodation as far west as the village of Whitney, in the adjoining township of Airy.

The railway seems to have been substantially built, well ironed and on easy grades, taken as a whole.

It will serve immensely to open and develop the agricultural, mineral and timber resources of the country between Renfrew and Parry Sound on the Georgian Bay, besides giving employment and a market to the settlers, while at the same time being about the shortest link that could be chosen to connect the great lakes and the west and north-west with the Atlantic seaboard at Portland, Boston and New York, it will, during navigation, be one of the chief highways in the continent.

In its general aspect the township is similar to those surrounding it, which have already been reported upon.

The surface is mostly uneven and broken by granite or gneiss ridges, more or less rounded, with valleys of marsh and swamp land interspersed between.

Some of the latter, when cleared and opened, make good land, and this is also true of many of the lower slopes and side hills, which, however, are found to be more or less stony.

The township, at various times, has been overrun by fire, and at present is for the greater part, denuded of its original woods, in the place of which there is generally a dense growth of white birch, poplar, cherry, alder and willows.

There are, however, several tracts of fine pine and hardwood still remaining, especially in the north-east quarter of the township.

There are already eight settlers (some of them having families) in the township, most of whom have large clearings, well cultivated farms and good homes, with outbuildings, etc.

The settlers, some of them, are of old standing, having taken up land before the township was surveyed, the clearings were made at random, and, as a consequence, are very mixed, some of them occupying part of two or three lots, while in other places two or more are found to be settled on the one lot, thus showing the desirability of having the surveys made in advance of settlement.

The Madawaska River, a rapid, rough stream, averaging about two chains in width and three feet in depth, enters the township in lot 3, concession III., and after a rather meandering course leaves the township at lot 1, concession I. It is like its tributary streams, well stocked with speckled trout and other small fish. The banks of the river are gradual, and composed of stone and boulders, with stretches of sand beach intervening.

Moose and deer are, under the present efficient administration of the Provincial game laws, rapidly increasing in the district, as are also beaver, otter and other fur-bearing animals.

The mineral resources of this section are as yet but little known, but I have no doubt that after special exploration and examination they will be found capable of profitable development.

The township, on the whole, will afford homes for many industrious settlers, and I am of opinion that thirty to thirty-five per cent. of the land area may be considered fairly suitable for settlement, while a good proportion of the remainder, including beaver meadows and marsh, will supply good pasturage.

Hoping this report and accompanying returns will be found satisfactory,

I have the honor to be, Sir,

Your obedient servant,

(Sgd.)

J. W. FITZGERALD,

Ontario Land Surveyor.

The Honorable A. S. HARDY,

Commissioner of Crown Lands,

Toronto.

(Appendix No. 25.)

TOWNSHIP OF DANA.

DISTRICT OF NIPISSING.

INGERSOLL, ONTARIO.

August 26th, 1895.

SIR,—I have the honor to report the completion of the survey of the township of Dana, in the district of Nipissing, performed under your instructions of the 30th day of May, 1895.

I proceeded *en route* to Sturgeon Falls, where I procured men, canoes and supplies, and from there, with fourteen of a party, up the Sturgeon River, to where my south boundary crosses this river.

I commenced my survey as instructed at the south-east angle of the township, being the north-east angle of the township of Crerar, where pine and balsam posts, also an iron tube, were found.

I planted a cedar post alongside the iron tube and other posts, placing it in a stone mound, and the post is so placed that the lines connecting the cardinal points will pass through the angles. The post I planted for the south-easterly angle of my township is marked on north-west side "Dana, concession 1, lot 1."

I planted an iron tube in stone mound, as instructed, at the north-easterly angle of my township. The posts at the corner of this township are fully described in the field notes.

The south, east and west boundaries of this township were already run, the south seemingly some years ago, and the east and west in 1894.

The south boundary was grown up again with much undergrowth. I re-opened this line in order to chain it. I also re-chained the east and west boundaries.

I made an accurate micrometric survey of all the waters within the boundaries of my township.

Regarding the general character of the township it may be described as follows, but fuller particulars will be found in the field notes.

The township, on the whole, is rather rocky, hilly and uneven, with numerous swamps and beaver meadows.

The soil is mostly shallow sandy loam, with black loam or muck in and around the swamps.

The hills vary in height from about twenty feet to 100 feet, and are in many cases steep and rocky, while in others gradual stony inclines.

The water supply is good. The Sturgeon River runs into the township about the middle of concession 11 on the west boundary, and following a south-easterly course crosses the south boundary on lot 7, concession 1, where it leaves the township.

In the north-westerly portion are two lakes, partly in the township, of considerable size, and also a few small lakes, mostly connected by creeks.

There are two creeks of moderate size, one entering the township from the east, crossing the eastern boundary about the upper part of concession V., and joining another creek in concession IV., lot 5, which enters the township on the north boundary on lot 5, concession VI., and following in the southerly direction crosses the south boundary on lot 7, concession 1.

The north-easterly half of the township has been overrun by fire at one time, while the remaining portion is uninjured. In the unburnt section the pine timber is good, and the other timber is mixed, consisting of spruce, tamarac, balsam, birch, poplar, and in places some maple and cedar are to be seen.

In the burnt portion the second growth is chiefly pitch pine, spruce, birch, poplar, tamarac and balsam.

Many standing green pine are to be seen throughout the burnt section.

No economic minerals were found during the progress of the survey.

The township of Pardo was not surveyed when running my north boundary, so I am unable to give the jogs that the meridians of that township would make with the meridians of my township.

There are no squatters, nor are there any Indians settled in the township. The lines are all well cut out and blazed and good posts are put in.

Cedar was scarce, but wherever it was obtainable a cedar post was made, and in every case where necessary a stone mound has been placed around the posts.

I have the honor to be, Sir,
Your obedient servant,

(Sgd.) W. R. BURKE,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 26.)

TOWNSHIP OUTLINES.

DISTRICT OF THUNDER BAY.

COLLINGWOOD ONTARIO.

November 18th 1895.

SIR,—I have the honor to submit the following report on the survey of township outlines along the line of the Canadian Pacific Railway in the district of Thunder Bay during the past summer under instructions from your Department dated the 3rd of June and the 13th of July 1895.

The work is a continuation of that begun in 1891, and which has since been carried on, and consists in a traverse of the railway track as a basis from which the townships adjacent thereto were located.

In addition to the traverse and the location of township boundaries, portions of the latter were run, generally to their nearest corners.

I commenced my survey this year where I closed it last season viz., at an iron plug driven down at station 759 of last year's work, which is made station O for this season's work and is a short distance east of Rossport railway station.

From the above point I carried the traverse on continuously up to the north-east corner of the station building at Neepigon.

This last point is situated in the township of Neepigon previously surveyed, and I connected my traverse with the east boundary of this township by tying to a post at the south-east angle of lot 14, in concession I. and making the west boundary of my township 92 identical with this boundary. This made township 92—567.46 chains wide from east to west instead of the ordinary width of 480 chains.

As will be seen by the plan and field notes, in addition to running certain boundary lines, I connected my traverse with a number of mining locations adjacent to the railway and also with the Indian Reserve at Pay's Plat and with Hudson Bay property at Rossport.

This portion of the work is shown on sheet No. 1 of my returns of survey for this year.

I then moved my outfit to Finmark station, about thirty-three miles west of Fort William and produced the west boundary of the township of Conmee north to intersect a traverse along the C.P.R. which I had started at Finmark station.

The intermediate territory between here and Neepigon being previously surveyed, it was not necessary to make the work continuous.

The above named intersection is the point where the south-east angle of township No. 1 would be located were it not that the Dawson road lots, previously surveyed, cut off that portion of the township; and from this point my reckonings start, for determining the length and width of the series of townships as afterwards laid out.

Owing to a clerical error in placing a decimal point, and which was not discovered in time, township No. 1 is 483.42 chains wide from east to west instead of 480 chains, all the townships west of this range to the end of the work, are each six miles square, excepting township No. 15 which closes on the line between the districts of Thunder Bay and Rainy River and is 516.76 chains from east to west.

I closed my season's work by driving down to the level of the ballast, an iron bar at the intersection of my traverse with this district line and planting posts of both wood and iron at each side of the railway right of way, marked as shown in the field notes. This point of intersection was in the centre of the railway track and was found by measurement to be only one chain and twenty-nine links south of the 61-mile post on said district line.

Posts made of iron gas pipe 1 5-16 in. diameter, plugged and pointed were planted alongside of wooden posts at all township corners to which I ran, as well as at the intersections of the township boundaries with the railway right of way. Both the iron and wooden posts were marked with the numbers of the township on their respective sides, the former with a cold chisel, and in most cases stones were piled around the posts and bearing trees taken wherever available.

In addition to the posts above mentioned, flatted mile posts made of wood were planted on the portion of the township boundaries run. They are numbered from the south side of their respective townships, except in the broken townships fronting on Lake Superior, where they are numbered from the north.

That portion of the work between Finmark station and the said district line, is shown on sheets Nos. 2 and 3 in my returns of survey.

That portion of the country embraced in sheet No. 1 and extending from Rossport to Neepigon, is of a rough and rocky nature, the rock being basaltic in character and belonging to the Neepigon formation. In many places the mountains are precipitous but between them there are flats or level stretches of country of fair soil, presenting a more inviting appearance than the country lying farther east. This condition becomes more apparent as we proceed farther west, and in the neighborhood of Neepigon and around the north and west shores of Black Bay a considerable extent of good land is met with.

The timber has been largely destroyed by fire. What remains, consists of spruce, balsam, tamarac, poplar, birch and jack pine.

Wild animals, probably owing to the country having been overrun by fire, seem scarce, but fish of the finest quality are plentiful, and perhaps in no other part of America can brook trout of the size and quality and in the same abundance be found as in the Neepigon river and other streams in that district.

The country between Finmark station and English River which is shown on sheets 2 and 3, differs very much in character, from that north of Lake Superior.

About Finmark and for several miles west the country is hilly, but not mountainous, and as we approach the Savanne River it becomes quite level and in many cases swampy and this continues to the end of the work at English River.

I may say that in carrying out this work, in addition to locating on the ground the boundaries of a series of townships in regular order, extending from the older surveys of what may for distinction be called eastern Ontario to the close of this season's work at the eastern boundary of the Rainy River District, every railway station and siding all bridges, culverts and gravel-pits and all mile boards have been noted and their exact position can now be located, on the plans accompanying the returns.

Also all mining locations or other grants of land, adjacent to or near the railway have been connected with the line of traverse.

As this is through a hitherto unsurveyed district, its utility will be apparent not only as locating definitely the position of several villages along the line and numerous grants of land for mining and other purposes that have been patented but also in preventing confusion in the future, which always arises when surveys are made without having any definite points known to the Department, with which these surveys can be connected.

I have the honor to be, Sir,
Your obedient servant.

(Sgd.)

E. STEWART.
Ontario Land Surveyor.

The Honorable A. S. Hardy,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 27.)

TOWNSHIP OF WAINWRIGHT.

DISTRICT OF RAINY RIVER.

TORONTO, ONTARIO.

October, 1st, 1895.

SIR,—I have the honor to submit the following report on the survey of the township of Wainwright, in the district of Rainy River, as sub-divided by me during the present season under instructions from your Department bearing date the 30th day of May, 1895.

Upon my arrival I found that the south boundary of this township had already been run by Ontario Land Surveyor Macdougall to form the north boundary of the township of Van Horne which was recently sub-divided by him. This boundary I re-chained according to instructions commencing at the 72nd mile post planted by O. L. S. Niven, and marking the south-west angle of the township of Wainwright and planted posts to mark the fronts of the lots in concession I.

Arriving at the south-east angle of this township, defined by a pitch pine post and iron bar each marked "Van Horne, concession VI., lot 1." I added the marks "Wainwright, concession I., lot 1," and taking an astronomical observation, I ran from thence due north to the north-east angle (planting posts for the fronts of the several concession lines) to the north-east angle where I planted a pitch pine post, eight inches square, marked "Wainwright, concession VI., lot 1," also an iron bar similarly marked. From the points thus established I ran the several side lines and concession lines due north and west, respectively, dividing the township into seventy-two lots of 320 acres each or thereabouts, as instructed. Posts of the best obtainable timber were planted at all the front angles of lots and all lines were well opened out and blazed.

The surface throughout is gently rolling with occasional knolls and small hills, in a few instances capped with rock and boulders.

These exceptions occur chiefly in lots 1, 2, 3, 10 and 11 in concessions II. and III., and lots 1 and 2 in concessions 5 and 6.

The soil is mainly composed of clay and clay loam of excellent quality.

Wabigoon River, a fine stream about two chains in width, with an average depth of six feet, enters the township on lot 6, in concession I., and flowing in a devious course for about thirteen miles of its length, in a general north-westerly direction, crosses the west boundary on lot 12, concession V. This stream contains good water, slightly colored from clay banks about ten feet high on either side, the current being from two to three miles an hour, but broken by rapids in crossing concessions II. and III. Where these rapids occur the banks are rocky.

On lot 7, concession 2, there are two excellent mill sites of considerable power, the first having a natural fall of about ten feet and the second situate about half a mile farther north, has a fall of between sixteen and twenty feet.

Another important stream known as Gull River, flows southerly and westerly across lots 5 to 12 (inclusive) in concession VI. This stream is about fifty links in width and four feet in depth, with a somewhat sluggish current flowing between clay banks about ten feet in height.

The remainder of the township is well drained and watered by numerous small creeks and springs, in addition to which there are three lakes of small area situate upon lots 10 and 11, concession I., lots three and 4, concession II., and lot 12, concession III., respectively.

Fully seventy-five per cent. of the whole township is well adapted for agricultural purposes and the greater part being covered only by open *brulé* the necessary clearing would be easily accomplished.

Patches of open prairie of considerable extent also occur in many places, thus further reducing the usual labors of the future pioneers in preparing farms for cultivation.

Owing to the comparatively level character of the surface of the land and the absence of heavy timber, the roads in the township would generally be easily constructed. The Canadian Pacific Railway crosses the south-west corner of lot 12, in concession I., making the township very easy of access, and the proximity of the pioneer dairy farm, which is located only about a mile south from the south boundary, adds another desirable feature to the township.

With the exception of a few small patches of the original forest which have escaped the fires which at different times during the past twenty-five years have overrun this district, the township may be said to possess no merchantable timber whatever, and in many parts there is scarcely sufficient timber for the usual requirements of the settler. Second growth poplar, jack or pitch pine, spruce and tamarac, comprise the timber now remaining; that in the north-west quarter of the township being somewhat larger than the timber in the other portions. No indications of minerals of any value were met with.

Game of the larger varieties was scarce; but rabbits, partridges and prairie chickens were abundant.

No settlers have as yet located within the limits of the township.

Accompanying this report is a general plan, timber plan and field notes of the entire survey.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.)

T. B. SPEIGHT,

Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 28.)

TOWNSHIP OF VAN HORNE.

DISTRICT OF RAINY RIVER.

PORT ARTHUR, ONTARIO,

September 11th, 1895.

SIR,—I have the honor to report that in conformity with your instructions for the survey of the township of Van Horne, dated May 7th, 1895, I have completed the survey plans and field notes.

I commenced work as instructed, at the seventy-second mile post on O. L. S. Niven's, sixth meridian, and ran east astronomically six miles, planting posts at every eighty chains. At the north-east angle thus determined, a pine post was planted, marked on west side lot 1, on south side Van Horne; an iron post similarly marked was planted alongside the wooden one. I then ran the east boundary south to Lake Wabigoon; all the concession lines were run east from the mile posts on the sixth meridian, and the lot lines eighty chains apart north and south astronomically.

The township is in general rolling, with very few hills of over 100 feet high; frequent fires have overrun so that all the timber of value has been destroyed, except two small patches of spruce and tamarac in the south-west quarter, leaving parts of the township completely bare, but the larger portion is covered by a thick growth of small poplar, jack pine and birch.

The soil consists of a fine white or grey clay, with areas of sandy loam. This clay and loam is mostly in the northern and central parts and occupy about one-third of the township. They will, I think, make valuable farms, easy to make ready for the plough, as the ground is almost completely clear of timber. The balance of the township consists chiefly of rolling hills of rock with swamps intervening.

The township is well watered, several large bays of Lake Wabigoon reach well into the centre and the River Wabigoon runs north through the fourth, fifth and sixth concessions, besides there are several small streams of good water. On the River Wabigoon, near the crossing of the Canadian Pacific Railway, on lot 4, concession V., there is an excellent mill site with a fall of about fifteen feet. This is less than a quarter of a mile south from the Pioneer Farm, on lot 4, concession V.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) A. H. MACDOUGALL,

Ontario Land Surveyor.

The Honorable A. S. Hardy,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 29.)

TOWNSHIP OF HAYCOCK.

DISTRICT OF RAINY RIVER.

RAT PORTAGE, ONTARIO,

October 18th, 1895.

SIR,—I have the honor to report that I have completed the survey of the township of Haycock, in the District of Rainy River, according to instructions dated June 7th, 1895.

This township is bounded on the west by the township of Jaffray and by a number of mining locations, while on the other three sides it is bounded by the unsurveyed lands of the Crown.

The survey was commenced from the south-east angle of lot number 16 in the sixth concession of Jaffray, where I observed Polaris at eastern elongation on July 16th, and from here a line was run due east six miles and from this point a line was run at right angles due north and south three miles each way for the east boundary. Using these two lines as base lines, I proceeded to lay out the lots, making the whole regular lots 320 acres, but owing to the numerous lakes and streams there are very few whole lots in the township.

Iron and wooden posts were planted at south-east angle of the township. The wooden post marked on north-west face "lot 1, con. I., Haycock." The iron post is a solid bar one inch square, three and one-half feet long, marked "Haycock" on the face towards the township. Similar posts were planted at north-east angle of township, the wooden one marked on south-west face "Haycock, lot 1, con. VI.," and the iron one "Haycock." The iron post at north-west angle of townships marked "Jaffray" and "Haycock" on the respective sides. Similar iron posts and wood ones are planted on east limit of location 224 P for south boundary, and on the shore of Black Sturgeon Lake for north boundary.

All wooden posts on the boundary are marked "Haycock."

There are twenty-two lakes within or bordering on the township, besides a number of ponds that can hardly be dignified with the name of lakes. In all these lakes and ponds, even the smallest of them, fish of various kinds abound. Game is comparatively plentiful throughout the township; moose and caribou being quite numerous at the time the survey was made, while there were indications of bear in many places, and one family of beaver was discovered not far from the line of the Canadian Pacific Railway, which runs through the township.

The greater part of the township is covered with jack pine, poplar and spruce bush. There is practically no red or white pine fit for lumber, and as the fires of 1894 passed over a great portion of the township, much of the bush is rapidly dying. About four square miles of the south-easterly portion is nearly denuded of trees by the fires. During the construction of the Canadian Pacific Railway most of the timber suitable for ties or bridge timber was used in the construction of this road. Towards the north, near Black Sturgeon Lake, there is some good poplar of considerable size and some fairly good land, but while there are small areas here and there suitable for cultivation or for hay lands, the township is not well adapted for agriculture, but the indications are favorable towards it being a good mining region. Within the locations towards the southwest quarter there are many good veins of gold-bearing quartz, some of which are at present being worked, and other parts of the township are being prospected since the field work was completed.

The land is, for the most part, rolling and broken, the formation of the southern part being slate and hornblende schist, and the northern and eastern parts granite.

I have prepared a plan of the township, as per instructions, which I enclose herewith together with the field notes and account for survey duly sworn to.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.)

THOS. R. DEACON,

Ontario Land Surveyor.

The Honorable A. S. Hardy,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 30.)

TOWNSHIP OF BENNETT.

DISTRICT OF RAINY RIVER.

SEINE RIVER,

September 16th, 1895.

SIR,—I have the honor to submit the following report of the survey of the township of Bennett, Rainy River District made under instructions from your Department dated 7th June, 1895.

The township of Bennett is situated on the Seine River, Rainy River District and is bounded on the south by Niven's south base line, on the north by Niven's north base line, on the west by Niven's 5th meridian line and on the east by unsurveyed lands of the Crown.

The Seine River enters the township at the middle of the east boundary and following in a general south-westerly direction, with numerous rapids and falls, leaves the township about the middle of the south boundary.

All that portion of the township lying south and east of the Seine River, with the exception of 70 acres has been taken up as mining lands and surveyed into mining locations. Mining locations have also been laid out along the south and west boundaries and north of the Seine River.

With the exception of a couple of locations on the west boundary that have been surveyed on account of indications of iron, all the above locations have been taken up on account of the gold-bearing quartz reefs that occur in the formation and from a great many of which gold can be obtained by simple panning, the ore being that known as free milling, while in others the quartz has to be treated chemically or burned to obtain the gold.

The trail from Ignace station on the Canadian Pacific Railway to Sturgeon Falls on the Seine river enters the township of Bennett at the south end of West Moose lake at the north-east corner of the township and was followed south-westerly to the line between lots 10 and 11 concession III., but after crossing that line the cutting had not been completed at the time of survey.

The north-westerly and south-easterly portion of the township are rough, hilly and rocky but with some small patches of good farming lands along the Little Turtle river. There are also some good farms on the north boundary, and strips of land lying diagonally across the township from the north-east to the south-west contain some excellent farming land.

The central portion of the township is fairly well timbered with poplar, birch, spruce and tamarac with some very good tie timber in the swamps.

The northerly and southerly parts however have been burned and are now overgrown with small pitch pine, birch and poplar. Very little red and white pine of any size is met with; on lot 11 in 2nd concession north of McPherson lake on lot 7 in the 2nd concession and on lots 3 and 4 in the 5th concession are a few bunches of fair size timber.

The regular lots of the township were made forty chains in frontage and eighty chains in depth containing an area of 320 acres.

Posts were planted at the front angles of all lots, marked with the numbers of the lots on the east and west sides and the number of the concession on the north and south sides, excepting the posts marking the line between lots 1 and 2, 3 and 4 etc., etc., etc., which have no marking on the south side.

The side lines of the township were run due north astronomically and the concession lines due west astronomically. In cases where the fronts of lots were broken by mining locations the posts marking the lot lines were planted on the mining location lines and not on the concession lines. The lines of the township passing through surveyed sections were not blazed. As there was only a small portion of the plans of the sixty-six mining locations surveyed in this township filed with your Department at the time of the issue of instructions, I had to make traverses of all others in order to show them on the plan and field notes.

The line between concessions I. and II., across lot 10 strikes Cedar lake near the north shore at fifteen chains from the line between lots 9 and 10. The north shore of the lake lies about east and west and by producing the concession line to the west a very small strip of land would lie south of it. I deemed it advisable to discontinue the concession line when it intersected Cedar lake.

On account of mining locations HP 242, HP. 234 and 245 E cutting lot 12 in concession II. and III., I made the north boundaries of those locations the front of concession III.

The front of concession IV. across lot 12 is in the same way the north boundary of mining locations HP. 179 and HP. 237.

Accompanying please find plan, field notes and accounts.

I have the honor to be, Sir,

Your obedient servant,

H. B. PROUDFOOT,
Ontario Land Surveyor.

The Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 31.)

BASE AND MERIDIAN LINES.

DISTRICT OF RAINY RIVER.

HALIBURTON, ONTARIO,
October 31st. 1895

SIR,—I have the honor to submit the following report on the survey of Base and Meridian lines in the district of Rainy River, surveyed under instructions from your Department dated May 22nd, 1895.

I left Toronto on the 27th May and completed the survey in the month of August.

I commenced at the 42nd mile post on my base line of 1894, being latitude 49 degrees, 32 minutes, 18 seconds north, and continued the same west astronomically to Lake of the Woods, a distance of fifty miles, thirty-two chains, eighty-five links, coming out about two miles north of Yellow Girl Point. I then proceeded to Sabaskong bay (Lake of the Woods), and southerly to the forty-ninth parallel of latitude, and commencing at the iron post planted by myself in 1892 between ranges twenty-six and twenty-seven, ran north astronomically, fifty-six miles, ten chains, ninety links to the south shore of a lake, fifteen chains, twenty-three links north of the centre line of the Canadian Pacific Railway. This line crosses the Canadian Pacific Railway six chains, sixty-two links east of the 159th mile post from Winnipeg, and about two miles east of Hawk Lake station.

All timber limits and Indian Reserves passed through or within a reasonable distance of the lines run were connected with the survey lines, as in former surveys, and all canoe routes used in the transportation of supplies, etc., were sketched in, wooden posts were planted at every mile, and iron posts, three feet long, of $1\frac{1}{4}$ inch gas-pipe, pointed at the bottom and closed at the top, and painted red, were planted alongside of the wooden posts at every three miles. The number of miles was marked on wooden posts with a scribe iron, and on the iron posts with a cold chisel. Stone mounds were built around all posts wherever practicable, and bearing trees taken.

The posts on the base line were marked on the east side, and numbered from forty-two to ninety-two miles with an extra iron post at ninety two miles, thirty-two chains, fifty links, set in a stone mound being thirty-five links from the shore of the Lake of the Woods, and also at seventy-six miles, two chains, sixty links, where the base line intersects the meridian line. The posts on the meridian line were marked on the south side, and numbered from zero at the forty-ninth parallel to fifty-six miles a short distance north of the Canadian Pacific Railway, where an iron post was also placed with a large stone mound, it being near the termination of the line. A wooden post with stones was planted at nine chains, thirty-five links on the fifty-seventh mile, being fifty-five links south of the lake where the line terminates.

Where the end of a mile came in a lake or river the post was planted on the line on the nearest land and distance noted and marked on the wooden post. In these cases the iron post was marked with the nearest mile, and a plus or minus sign as the case might be.

Astronomical observations were taken whenever practicable, the details of which will be found in the field notes.

The magnetic declination of the needle averaged 7 degrees, 30 minutes east.

The lines as will be seen by the plan, passed through many lakes, some of them of considerable area, and a number of them being very clear, Crow lake in particular being one of the finest lakes I ever saw; the water is blue and beautifully clear.

Dryberry lake is also one of large dimensions, and can be reached from the Canadian Pacific Railway through Hawk lake with very little portaging.

Of the Lake of the Woods I need say nothing. Its beautiful scenery is well known.

Commencing at the forty-ninth parallel the first thirteen miles of the meridian line is through a broken, rocky, burnt country (granite), the six miles south of Sabaskong bay having been burnt clean about eight years ago. The land is of no value unless for its mineral wealth.

On the fourteenth mile we strike the Huronian formation which prevails to the thirty-third mile. This stretch of country is alternately burnt, and green bush and considerable clay soil is found through the Indian reserve 33 A, and around Whitefish lake and Lobstick bay.

On the thirty-fourth mile we again enter the Laurentian formation, which continues to the Canadian Pacific Railway, and the end of the line.

A considerable portion of this distance was burnt in 1894, and most of the timber killed.

Strips of green bush are met with here and there timbered with tamarac, poplar and spruce, and occasionally a little clay soil is met with, but, as a rule, the soil is sandy and the country rocky, and so cut up by lakes that it is of little value for purposes of agriculture.

On the base line beginning at the forty-second mile post, the Huronian and Laurentian formations prevail alternately for about twenty miles, and the country is also alternately green bush and burnt. Considerable tamarac and spruce is met with on these twenty miles.

From the sixty-second to the eighty-second mile the Laurentian is the prevailing rock. Large tracts have been burnt, but the country is mostly green bush to Dryberry Lake. There is considerable pine around this lake, but the islands and other portions have been lumbered.

From the eighty-third to the eighty-seventh mile the line is run over the Huronian formation, when the Laurentian again comes in and continues to the ninety-second mile, and the Lake of the Woods. The last ten miles of the line is also rocky and broken with considerable swamp in places in which there is some fairly good cedar, tamarac and spruce.

The soil is generally sandy. An occasional white pine is met with. Pitch pine is the prevailing timber.

East of the twelfth mile (meridian line), on Indian Reserve 35 D., there is some valuable red and white pine of good size and quality.

I saw another fine grove of red pine on an Indian Reserve on my way from Whitefish to Sabaskong bay.

Most of the pine seen along the route of survey has been already included in timber limits, a number of which I have shown on the plan. The water within the limits of the survey is mostly tributary to the Lake of the Woods. When passing through Indian Reserves no trees were blazed nor posts planted.

I found no minerals but passed by some mining locations that were being worked, among them the Regina Gold Mining Company on a bay of Lake of the Woods. The lakes are generally well stocked with fish—pike, pickerel, maskinonge, etc. Moose were frequently seen in the low lands, and partridges were very plentiful.

My party consisted of fourteen all told.

The month of June was very wet, but the remainder of the season very favorable for work.

Herewith are plan of survey, field notes and account.

I have the honor to be Sir,

Your obedient servant,

(Sgd.)

A. NIVEN,
Ontario Land Surveyor.

Honorable A. S. HARDY,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 32.)

THE ALGONQUIN NATIONAL PARK OF ONTARIO.

HEADQUARTERS, CANOE LAKE, January 10th, 1896.

THE HONORABLE A. S. HARDY,
Commissioner of Crown Lands,
Toronto, Ont.

SIR,—I have the honor to submit herewith my report as Superintendent of The Algonquin National Park of Ontario for the year 1895.

The regretted death of the late Mr. Peter Thomson, which took place at our headquarters from paralysis on the 5th day of September, rendered the position of Superintendent vacant, and on the 27th of that month I was by Order in Council promoted to the position of Superintendent, and Ranger Timothy O'Leary to the position of Chief Ranger theretofore held by me.

THE OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY.

The Ottawa, Arnprior and Parry Sound Railway now under construction has reached a point in the township of Canisbay about nine miles from the point of contact with the southern limit of the Park. The contractors commenced operations early in March near the boundary between the townships of Airey and Nightingale, or at a station on the railway called Whitney, on Long lake. The length of railway line built this year was twenty miles, eleven of which was outside of the Park and the remainder inside. The route of the railway may be described as follows: It enters the Park on the south boundary near the corner post between Canisbay and Sproule, skirts the west side of White-Fish lake, on the Madawaska waters; after reaching the head of White Fish lake it follows the river Madawaska until it reaches lake of Two Rivers; thence along the south shore of this lake to its head, or east end; thence along the south shore of the river Madawaska crossing the river a little below a fall and near the outlet of another branch of the Madawaska flowing from Provoking lake; thence along the north side of the Madawaska to a point at or near lot 13 or 14 in the 6th concession of Canisbay where the building operations for the year ended. The track is merely laid up to this point, but no ballasting has been done except for levelling up the ties and bedding them. The telegraph line has been strung up to end of track, but no telegraph office exists as yet, and the Company has made provision to run a train up to end of track once a week. I think this was done to accommodate Messrs. Gilmour & Co. who were at one time contemplating the getting in of supplies that way, as they intended to make a winter road over to the end of track; but it is presumed they have abandoned the idea now as they have since stopped cutting for the winter. The track laying was completed on the 28th November. A temporary boarding house has been erected at end of track for the accommodation of men engaged on the railway, which is placed so that it stands partly on the right of way and partly off it. The Company have also staked out a large gravel pit at the present terminus, and I assume the boarding house is intended for the use of men to be employed in ballasting as early in the spring as possible, and for a temporary station and telegraph office. Some means must be adopted respecting encroachments made outside of right of way for the purpose of buildings, ballast or borrow pits. Sidings will necessarily be required for the crossing of trains and shunting of cars. Water stations will also be needed every nine or ten miles or at convenient points in these distances and they should be located at the crossings of streams or arms of lakes where encroachments on Park property can be avoided. Buildings for sectionmen's houses and perhaps a station of a more permanent nature can be placed near the grade points between cuts and fills.

A trial route for the railway through the remainder of the Park was surveyed last winter by engineers Bruce and Cranston, but it was found to involve considerable heavy work in places and its location was, during last summer, partially revised. The line at this date has been finally located only to a little beyond the crossing of Potter creek in the northern portion of the township of Peck. It runs from the present end of track by way of the north shore of Cache lake, and thence to Source lake; crossing from the south to the north shore by way of an island in the lake it passes along the north shore, and crossing Joe creek about midway between Canoe and Joe lakes, it strikes and follows up Potter creek for a short distance, where its final location at present ends. On the abandoned route a beginning had been made to clear the right of way, and the gap of some extent thus made in the bush is more or less of an eyesore. This, however, on being cleaned up and burned off, will doubtless soon grow up again the same as any other stretch of burned country. Mr. Cranston informs me that from the point on Potter creek, he thinks he will try to follow the old location as nearly as possible through the north part of Peck and south part of McOraney to Moose lake and thence to Rainy river to join his winter's location. The total distance from Ottawa to present terminus or end of track is 163 miles, and the length of railway from the point where it enters the Park on the south boundary to where it will leave it on the west boundary will be from thirty-one to thirty-two miles. The distance still to be built is from twenty-two to twenty-three miles.

BUSH FIRES IN THE PARK.

About the 5th of July last a fire started in the neighbourhood of the railway right of way, near a point between the railway and the Madawaska river, in lot 25 in the 7th concession of Canisbay, and burned in through lots 21, 22 and 23 in the same concession; lots 22, 23 and the front parts of lots 24, 25, 26 and 27 in the 8th concession; the east half of lot 22 in the 9th concession, and all of lots 23, 24, 25, 26, 27, 28 and 29, and a part of 30 in the 9th concession, and through the rear parts of lots 22, 23, 24, 25, 26 and 27 in the 10th concession, where it was checked. Ranger James Sawyer and I were across there on the 20th of July, and the fire was still smouldering but under control, and being carefully watched by the St. Anthony Lumber Company's fire rangers. This Company had two camps burned during the progress of the fire, one on lot 24 in the 10th concession, and the other on lot 30 in the 9th concession of Canisbay. I made enquiries about the origin of the fire from the railway contractors and the fire rangers, but could not get any satisfactory information from any of them. The contractors told me that all the clearing and burning on the right of way in the neighbourhood of where it originated had been done and the fires apparently gone out some time before it took place, but that some tramps or men were seen coming along the railway line the day that it started. All the contractors' men were turned out to fight it with what pails and shovels they could get, and they continued at the work until it was got under control. All the St. Anthony Company's fire rangers, as well as some men from their mill, were on the grounds, and remained there until it was all out. Another fire started in about the same time on the east side of White Fish lake, and on the boundary between the townships of Sproule and Nightingale, which ran through about half an acre in the Park not doing much damage, and it also ran south into Nightingale about half a mile, where it was stopped by the railway men and fire rangers. The timber burned in these fires consisted mainly of red pine, and as the majority of the trees were not materially injured, no serious loss was occasioned. Otherwise there have been no fires of any consequence that I have heard of in any part of the Park during the past year.

In regard to the clearing of the balance of the right of way of railway through Park or any place where valuable timber exists, I would recommend that the Department endeavour to get the railway company to do the clearing and burning late in the fall of the year, during the winter, or very early in the spring. Winter would be the best time before the snow gets too deep, and I would especially urge the clearing during the present winter of that part of the railway which will pass through the limiton which Messrs. Gilmour & Co. are and have been cutting during the last three seasons. If this is not attended to and a fire should occur, it will be a disastrous one, there being such a quantity of tree-

tops, windfalls and slashing made for dray roads, that nothing would stop it if it got a start. As a further precautionary measure against fires in any part of the Park during tracklaying, and the operating of the road after completion, it would be well to have the railway company notified as to the necessity of having proper spark screens on the smoke stacks of their engines, as they most likely will be using wood as fuel in that section of the country, and if not properly screened the engines will throw off sparks and brands which, in a dry time, would start a fire very quickly. They should also be cautioned about raking out their fire boxes unless in places where the embers could be attended to and extinguished at once.

WORK DONE DURING THE YEAR.

During the course of the summer and this fall there have been two new shelter lodges built, and No. 31 of last year has been repaired and raised by the addition of two extra rounds of logs, and the roof changed from a flat one to a pitched or cottage roof. We also built at headquarters an office with two bedrooms and office combined. A good many of the buildings, or shelter lodges, that we have occupied were old lumber camps, which we thought would not be used by the lumbering firms again; but we find that we will have to abandon these and put up places for ourselves. It is very inconvenient on a winter's night to arrive at a place where we expect to get shelter and find it occupied, as we have done in a few instances. Other camps have been demolished because of the material being required by the shantymen for other places; perhaps scoops taken off the roof, a window sash or some of the panes of glass gone, or probably a stove missing. Smaller places than these large buildings would be more suitable and also more appreciated by us when coming in cold, and perhaps wet, into a too commodious shelter lodge, which we have to find wood to warm up. Where we have small places of our own we feel more independent, and we have not found any of them molested or the locks broken off. The lumbermen and lumbering firms, as a general rule, are very kind and courteous, and always willing to do what lies in their power to assist us. They are only too glad to see us coming around their places on our travels; but for the reasons I have given it is probably better that we should have shelter lodges of our own, without resorting to lumber camps, abandoned or otherwise.

The trails cut in the Park get filled up by trees falling across them, blown down by wind storms or felled by lumbermen; the underbrush also grows up and almost obliterates the trails and portages where they are not much used. A good deal of our time was taken up in cleaning away these obstructions to travel. The streams also get blocked with driftwood and windfalls, and a good many were in this condition last spring. The canoe routes have to be attended to as early in the spring as we can possibly get at them. The new trails cut this year would amount to about twenty-two miles, if all put together, and those cleaned out and widened to about ten miles; creeks cleared out to make way for canoeing, about eight miles.

A very important branch of our duties is the defining and blazing of the Park boundaries, and the putting up of notices at the crossings of all trails and lumber roads and on the crossings by boundary of all lakes. This year we commenced this work by blazing on the north boundary about seven miles; on the west boundary, which is the most important of all, being in the neighborhood of the most thickly settled portion of the country adjoining the Park, we have managed to blaze about twenty miles; and on the south boundary about two miles, or twenty-nine miles in all. As this boundary defining will be a tedious job if undertaken in the summer season, on account of the difficulty of transporting supplies in canoes, I contemplate trying it on snowshoes this winter, when the rangers can haul supplies on hand sleighs, and take blankets and tents along with them, shelter lodges not being accessible at all times or at convenient points on the boundary.

I can heartily testify to the efficiency of the staff of rangers in patrolling the Park, having myself put in a good many days and nights with them while I was Chief Ranger and taking my rounds with them during the time patrol work was principally required

of us, namely, in the fall, winter and spring of the year, at which time trappers and hunter are likely to make their raids on the fur-bearing animals and probably other animals if chance affords. In issuing instructions to the rangers as to the routes to be taken this fall, it was arranged that the boundaries should be well watched to prevent any one getting across the lines and to see that hunters kept sufficiently far from the Park. Even during the hunting season neither the sound of dog or gun could be heard, so that sportsmen did not encroach upon the Park so far as the rangers were aware, but in the township of Butt near the west boundary the carcass of a deer was found by them that had been shot and had lain there for some time, the presence of carrion crows being the means of calling their attention to the spot. A trapper in the township of Paxton had some of his traps set not very far from the west boundary, and had apparently caught a beaver or probably more than one, as in a hunter's camp our rangers found a stretcher upon which beaver skins had been prepared for the market. The game wardens in that section should be notified of the circumstance, and if he could only find out where or to whom the skins were sold a stop might be put to this violation of the law. Another case came to my knowledge of deer-killing in the Park, aggravated by its being out of season, but as the statutory limitation of six months had expired, I had to let the case go.

Some of the trappers who carried on their business in the Park before it was set apart as such have come in for their traps, which I have permitted them to collect, at the same time taking the necessary precautions to see that they did not ply their calling while within the limits. I have notified all such persons to come and remove any of their traps that may still be left.

INCREASE OF GAME AND FUR ANIMALS.

It affords me much pleasure to report that the protection to game and fur-bearing animals afforded in the Park is causing them to steadily increase. The beaver especially is multiplying in numbers. We now see a great many signs of them along lakes, streams and marshes where in our previous travels we could hardly perceive any, except their old works gone to wreck by reason of the beaver themselves having been killed off. Now a good many of these old dams are being renewed, or new ones made in their places; their houses also are beginning to be seen above the waters, on the edges of streams, along the sides of marshes, and in the quiet bays of lakes. Both dams and houses are marvellous pieces of architectural and engineering skill.

In going up a stream one day I came across one of their houses, where a good deal of work had been done in the way of getting in their winter's supply of saplings for building and for food purposes, and as I took the precaution of shipping my paddle, I was enabled to drop quietly down stream and view them at work without disturbing them, at any rate for a few minutes. The beaver live on the bark of saplings, and as the bark is taken off they haul them out of the house and let them go. In the summer season they sit in many a quiet spot and strip the bark off to save themselves the trouble of taking the saplings bodily into their houses, and the consequence is you will find a great amount of beaver timber, as it is called, along the shores of many streams and lakes.

The dams put at outlets of lakes by lumber firms for river driving has a tendency to force these little workers out of their houses by backing up the water on them at times. Then they get drowned out and have to resort to some other place where they are free from annoyance of this kind.

The moose and deer, the denizens of the bush, are also increasing very rapidly, of which good evidence is presented to us when they come almost up to our doors at headquarters. A good many tracks were made and the animals themselves seen very close to our headquarters and even in our potato patch. While out last February two of the rangers and myself came across two deer and two moose yards not far apart. On one small lake or pond that we had occasion to go over, we might almost have thought we were entering an immense farmyard; and from that lake to another one not far away the path was so completely tracked and padded all the way across by the moose that snowshoeing was almost impracticable. We had occasion to go back over this same

track the following day, and found that the moose had again cut up our snowshoe trail so as to make the hauling of stove on a hand-sleigh very tiresome and tedious work. Another party of rangers were away at the same time near the north end of the Park, and they encountered similar difficulty in travelling in three different places, having come across three separate moose yards. One would think that these animals had become so numerous in that section that they were committing murder and suicide to make room for the others, when I say that in that neighborhood two of the rangers found three drowned last spring. Two had engaged in a conflict fatal to both. Their horns had become so interlocked that they could not disengage themselves and in the struggle both seemed to have fallen into the water. Another was found about five miles down stream on the same river that had probably met his death by breaking through the ice. In the month of June one of the rangers and myself espied two moose crossing a bay of the lake on which we were at the time, and made all haste to have a good look at the noble animals. We got within twenty feet of them, and they were certainly splendid specimens of our biggest game. These are a very few of the instances in which the presence of moose and deer was quite evident to us when on our rounds.

I think an effort ought to be made to introduce into the Park the caribou, which should live there as well as the moose. They are found not very far from us, viz., north and west of the Ottawa river. Of the fur-bearing animals the otter, mink, marten, fisher, and muskrat, are also getting very numerous. The otter especially which was being hunted unmercifully as well as the beaver, is becoming quite plentiful in the Park. One stream that we were travelling up last winter was so thickly inhabited with them that we could hardly go one hundred yards without seeing them dodging out and in through blow holes in the ice. They are very destructive to the fish but they are a curious, playful animal and much to be admired.

Wolves are also too numerous for the good of the deer. We are making every effort this year to kill them and shall continue it during the winter. I have no doubt a good many have got their quietus now from the number of baits we find gone which we had put on their tracks. We lose the animals themselves, and the bounty as well, by snow storms covering up their tracks and bodies after taking the poisoned baits, but we will be amply repaid for getting rid of the pests by the increased numbers of the deer. Two of the rangers found the carcass of a deer in December last that had been run down and almost torn to shreds by wolves. When such occurrences take place, we can generally find the remainder of the carcass from the presence of the carrion crows picking the bones. This fall, when a couple of the rangers were escorting two of the trappers previously noted in this report to the outside of the Park, in crossing Smoke lake they came across a splendid buck in the lake that had been chased by three wolves but managed to escape by taking to the water, where wolves will not follow. One of the rangers took a shot at the wolves, but missed on account of the difficulty in shooting while the canoe is under way. They then turned round and got hold of the buck by the tail, allowing it to tow them ashore, where they let it go just before reaching land. If they had still held on it would possibly have swamped them and broken the canoe. Another day a deer was seen to run into Doe lake chased by four wolves. In some other parts where the rangers have been camped, the night has been made hideous with their howls. When daylight approaches they scamper off.

Partridges are so numerous in the Park and so tame that a person walking along armed only with a stick, might be able to exist if hard pressed for food. The partridges are of the spruce and birch varieties. The prairie chicken should be added, I think, to the stock of wild fowl. It exists to the north of Lake Superior and all the way west to the Pacific, where I have myself seen them in abundance. They are a larger and plumper bird than the partridge, and resemble very much the grouse found in Scotland, being probably of the same species. Ducks are not quite so plentiful so far as I have observed except in a few places, but if the wild rice takes hold where we have sowed it, it will reproduce itself and we will soon get the ducks to come at the proper season and have them as plentiful as they are on lakes Erie and Ontario. We sowed three bushels of it this fall and by next fall we will be able to see the results.

LUMBERING AND REFORESTING OPERATIONS.

I may state that so far our reforestation has been on a small scale. Our time has been taken up so much in the summer season in building shelter lodges and clearing trails, that we have found it almost impossible, with our small staff, to give it the attention and care that is required. Several efforts we had made previous to this year to collect white pine seed turned out unsuccessfully. Either we had commenced too late in the season to gather the cones, or the season was a bad one for the production of the seed, as every year is not suitable for seed-bearing cones. I made another effort last October, when the lumbermen were felling the trees to collect cones in which I expected to find the seed. First I went to the places where the trees had been felled some time previous; in these tree-tops I found a good many cones, but they were all open and the seed gone. I do not think they were eaten out by mice, and I am certain they were not by squirrels, as the latter gnaw all the scales off down to the core to get the seeds, if any. Then I went around to the place where they were felling trees, and also found a good many cones, the most of which were open too. In some of these I found a little, probably three or four seeds to a cone. I followed around for some time with no better success, and I concluded that the seed had all been shaken out when the trees fell, or that I had come too late in the season to collect it, as a good many of the cones were open. I think, myself, that they ought to be gathered in latter part of August or not later than the middle of September. However, three pounds of white pine seed had been sent up by the Department in the month of June, with instructions as to the planting or sowing of it. We prepared a piece of ground carefully in August, and had it turned over again so as to have the ground good and mellow, and sowed a small patch in September. I visited the ground several times before the snow fell, but could not say that I saw any sprouts. I sowed a little seed in a box which we kept in a window in the house, a few of which came up, but as the frost was unusually severe some nights, they were frozen in the box and I think killed off. A year ago last fall we planted a good many acorns or oak nuts, and this summer we found a few had come up. These were put in promiscuously on a point in Canoe lake and also on an island in the same lake. This fall I got a few sent me by the Department, said to be fresh ones. These I planted around the bed in which I sowed the pine seed, also in front of headquarters and in a place that I selected where we had grown potatoes for two years. We must now wait until next spring to see the results. We also planted some horse-chestnuts at the same time. As far as the pine seed is concerned, I think the proper time to sow it is in the spring. The seed is not the same as a nut, but resembles the pip of an apple, and is similar in size and shape to a cucumber seed; hence my conjectures as to the time of sowing or planting.

On the island where we sowed the white pine seed there are a great many young saplings of white pine (*Pinus strobus*), red pine (*Pinus resinosa*), balsam or silver fir (*Abies balsama*). I think that in the event of our efforts with pine being unsuccessful we ought to try the larch or juniper, sometimes called the hackmatack or tamarac (*Larix Americana*). It is said by some arboriculturists to be the "strongest and most durable of all the pine kind which we have. For shipbuilding purposes it is even superior to oak itself. In old vessels the timbers made of hackmatack have been found entirely sound, when those of white oak were completely decayed. It grows naturally upon poor gravelly soils, in cold mossy swamps, and very barren places all over the province. It is very easily raised from seed or seedlings, grows rapidly, but rarely exceeds eighteen inches in diameter."

There is the hemlock (*Tsuga Canadensis*), which is also a beautiful tree and has become a favorite as an ornamental tree for lawns. The foliage is admired for its graceful appearance. It has somewhat the same figure as the white pine. The boards of white hemlock are by some, esteemed equal to white pine and the bark is good for tanning. It grows upon a better quality of soil than white pine. Both of the above timbers, tamarac and hemlock, are much sought after for railway ties.

We planted this spring eight Lombardy poplars, and out of the eight six of them seem to be holding out very well. In the spring of 1894 there were also planted seven crab apple trees, and with the exception of one, all of them were dead in the spring of this year. This spring we planted twenty-four fruit trees, sixty-four currant bushes, four lilacs, two dozen strawberry plants, some horseradish and rhubarb. The strawberry plants never came to anything; the horseradish and rhubarb seem to flourish; all the fruit trees and currant bushes looked very well this fall, but, like their predecessors, they may fail us in the spring of next year. The soil at our headquarters is poor and too near bed rock in a good many places to be suitable for cultivation. Our potato crop has been a failure two seasons in succession, having been cut down by spring frosts and killed off before coming to maturity. The place selected at the first was not suitable for potatoes. Onions, beets, carrots and cabbages were a fine crop.

All of the firms who own timber limits in the Park are not operating at present, but a good many are, to a greater or less extent. Messrs. Gilmour & Co., in the neighborhood of our headquarters, ceased cutting for the season in December, owing, I understand, to the depression in the lumber market. They commenced breaking their log dumps on Potter creek on the 22nd of April and began their drive on the 24th. Their alligator steamer managed to come up the lakes to assist in this work on the 29th of the same month, and it was not until the 27th of May that the logs got clear of Canoe lake, on which our headquarters are situated. The firm did not clear off the logs from their lower dam, at the foot of Tea lake, into the river until the 6th of June. The damage done by keeping the water at a high level in these dams consists in washing away the earth from the roots of the trees growing on the banks, which then fall over into the water and die. The killing of the trees on the shores of the lakes is also detrimental to the fish.

From all the information that I can get, there are no black or rock bass in any of the lakes in the Park. I think an effort should be made to introduce this gamey variety of fish into a few of the lakes at least.

The water in all the rivers and lakes this year has been unusually low, and the summer season was a very dry one until autumn set in.

The snowfall up to the end of 1895, from the time of first fall on September 30th, amounted to thirty-seven inches, and the total snowfall for the winter of 1894-95 was 110 $\frac{3}{4}$ inches. The first snowfall of 1894 was on the 14th of October, and the last snowfall of 1895, when spring was opening up, was on the 14th of May. In the year 1894, on Canoe lake, ice formed on 29th November and broke up on the 24th April, 1895. This year the ice formed all over the lake on the 22nd November. The coldest days of last winter were February 5th, 1895, when the thermometer registered thirty-seven degrees below zero, and on the 11th of March, when it was thirty-one degrees below zero. On the coldest day of this winter, 13th December, the thermometer was thirty-three degrees below zero. Flies during the months of June and July were very bad this year, and these pests make it almost unbearable for men to go abroad in the bush, especially along rivers and swampy lands.

There is a matter that I think needs to be attended to by the proper authorities, and that is the lack of cleanliness around lumber camps. In the spring of the year all lumbering firms ought to be compelled to clean up their camps, and get rid of all filth and refuse by burning it. The interior of the camps is left in complete chaos with old clothes, old boots, and old straw or hay in bunks; sometimes this rubbish is thrown out-doors to rot. Last spring an attempt at cleaning the camp next to us was made, but the filth was merely taken and dumped behind a rocky bluff at the back of our headquarters, and most of the summer it was a malodorous mass in which we had to keep fire constantly, in order to get rid of it. Just about one eighth of a mile back of our headquarters some forty or fifty head of cattle had been killed from time to time, and the offal, heads and feet remained there all summer to rot and pollute the air. Down at the depot on Tea lake, right alongside of the lake, a great many head of cattle have been slaughtered, and the smell arising from the place when the wind is blowing off the shore

is sickening. This is on the main thoroughfare to and from the Park, being on the Dorset and Tea lake road, and on the canoe route down Muskoka river to Dwight. I have not the least doubt that like unsanitary conditions led to an outbreak of typhoid fever this fall in the lumber camps on Hurdman's creek in the township of Boyd. The rangers who were up in this locality report that several deaths had occurred either in these camps or after the sick men had been taken out. Something, certainly, ought to be done to remedy this state of affairs.

The number of visitors to the Park this year, noted by the rangers, amounted to thirty-eight, of whom five were ladies. Two of the parties talk of leasing sites for summer residences if they can find suitable places.

Licenses for five guides were issued for the season, and nine licenses granted to visitors to fish with hook and line only.

The present staff of the Park, in addition to the undersigned, is as follows: Timothy O'Leary, Chief Ranger; Stephen Waters and C. K. Grigg, Rangers. Mr. C. K. Grigg was appointed in October of this year. Messrs. D. A. Ross, James Sawyer and Robert Balfour were employed as temporary rangers on account of the extra work to be done in connection with the building of the Ottawa, Arnprior and Parry Sound Railway, to assist in putting up shelter huts, etc., and during the game season. It affords me great pleasure to testify to the efficiency of the staff in all their duties, and their constant desire to forward in every respect the interests of the Park.

I have the honor to be, Sir,

Your obedient Servant,

JOHN SIMPSON,

Superintendent.

(Appendix No. 33.)

RONDEAU PROVINCIAL PARK.

MORPETH P.O., January 10th, 1896.

HON. A. S. HARDY,

Commissioner of Crown Lands,

Toronto.

SIR,—I have the honor to submit this my second annual report, as caretaker and ranger of Rondeau Provincial Park.

Since my last report there have been many changes and improvements made upon the Park. By your instructions an excellent dock has been built on the Rondeau side. It is 524 feet long, reaching out to the channel where the water is eight feet deep, making

a good landing place for ordinary excursion and other boats. It is said to be one of the most substantial and most strongly built docks of its kind in Western Ontario, the piles at the outer end having been driven fifteen feet into solid earth and averaging about eleven feet throughout the length of the dock. Under instructions, I secured the services of a portable saw-mill for sawing the down and dying timber on the Park, which if not taken and utilized now would soon have been a total loss. In the building of the dock alone it saved several hundreds of dollars. The balance of the lumber sawn was drawn to the eastern end of the Park, and piled. We have the piles nicely roofed and drying for future use on the Park. There is about one hundred thousand feet of this lumber so piled. It will answer for fencing, or for construction of buildings, or for market.

Since my last report we have cleared the old logs and small underbrush from about thirty acres, and have also cut the lower and unsightly branches from many of the shade trees, thus giving the place a cleanly and park-like appearance. We also underbrushed and fenced in about four acres, where all horses coming to the Park must be tied. Formerly, excursionists and picnickers tied and fed their horses under the nicest shade trees, destroying the grass growing under them and leaving the grounds in a filthy condition. This change has given great satisfaction.

The increase in the number of visitors to the Park has been quite noticeable during the past season; many say it has been nearly double that of former years. No doubt as the improvements advance there will be a still greater number of visitors. Quite a number of people intend erecting summer cottages in the Park next spring. Some of the contracts are already let and the work will commence as soon as spring opens.

Mr. Charles Dauphin (to whom license was granted to sell refreshments and keep small boats for hire), has given good service and satisfaction. I have heard no complaints from any one. He put up a large tent, forty feet in diameter and laid a wooden floor under it, where people found shelter from the rain storms. We also made a number of long tables with seats for them, so that parties wishing to do so may take their lunch in comparative comfort. Since the hogs and cattle have been excluded from the Park, the people are profuse in their expressions of increased pleasure while visiting the Park, and the bare sandy spots are gradually being grown over with grass. In view of the rapid increase of visitors to the Park, I would urge the building of a suitable pavilion in the near future, as the accommodation at present is not adequate for the large numbers that congregate on the Park.

When the new house and barn are erected on the site chosen by the Government, there will be a much better opportunity for raising game birds than there is where I now live. The bush up there is quite dense and will afford shelter and a hiding place for the birds. The wire enclosure can be made near by, and there will be less trouble caring for and protecting them from their enemies.

There have been a number of applicants wishing to lease the house I am now living in as a summer house, for the entertainment of persons visiting the Park. They would like to take possession before the hot weather sets in. As soon as the new house can be finished, the Government can obtain a good rent for the old one, for this purpose. It has always been used as a house of entertainment, and one is most necessary for the accommodation of the public.

The wire fence which I was instructed to have built from the road leading into the Park and running across to the lake between Mr. C. W. Richardson's property and the Park, has been of great service, not only for keeping out hogs and cattle, but also in preventing teams going along the southern part of the Park where they could not be seen from the main road or from my house. Many of them did not want to be seen because they were going to pick up wreckage along the lake shore and many other things which they had no right to take away from the Park. It places me in a much better position to control the Park.

I would suggest that at least two suitable men be employed during the duck shooting season to patrol the Eau shore, as there is about eight miles of the Park exposed to the raids of duck hunters, and it is on the Eau side of the Park that partridge, quail and other game birds are to be found during the autumn months, food being more plentiful there at that season of the year than on any other portion of the Park.

The waters of the Eau have been very low this season, about eighteen inches lower than last year. But the lowness of the water seemed to stimulate the growth of wild rice and water celery, as old hunters say they have not seen the rice and celery crops as large for twenty years. The duck came in large numbers about the 1st of October, but left earlier than usual. It is said by sportsmen that the steam yacht which came here from Port Stanley had much to do with the early departure of the duck. There were eight small boats accompanying this yacht. They would all start from the light-house and the yacht being slightly in advance of the boats, would cause the duck to rise and fly over the heads of the hunters, thus giving them good shooting all the way down the Eau, at the foot of which they would all board the yacht and start back to the piers with the eight small boats in tow. They generally made two trips each day, and they carried this on for about two weeks. Some days one would almost imagine raiders were coming down the Eau. I would strongly advise that steam or sail yachts should not be allowed to assist in any way in the slaughter of duck. These hunters tell us that they were not breaking the law because they were not shooting from the yacht. What is the difference? A dozen men might board a steam yacht and they could not drive the duck from the Eau as quickly as this organized system did last season. I hope the law will be made to apply to such cases before next season. I would also recommend that a further limitation be placed upon the number of ducks that may be killed in any one season on these waters by any one person, and that severe penalties be imposed on persons shooting the birds or fowl in the Park.

I have the honor to be, Sir,

Your obedient servant,

ISAAC GARDINER,

Park Ranger.

(Appendix No. 34.)

REPORT
OF
THE SUPERINTENDENT
OF
COLONIZATION ROADS

To the Honorable A. S. HARDY,
Commissioner of Crown Lands,
Ontario.

SIR,—I have the honor to present the following report of work accomplished under the management of the Colonization Roads' branch of your Department during the year 1895.

There were about two hundred and ten separate works in various sections of the Province, giving totals of: Three hundred and eleven miles of new roads opened and extended; five hundred and twenty-six miles of repairs upon existing roads, and the erection of some thirty-five bridges of various character with total length as to the latter of three thousand nine hundred and fifty-seven feet.

Of the new roads opened it is but accurate to state that more than one hundred miles were of a very cheap character, being good trails only, rather than public highways, as the report explains.

NORTH DIVISION.

ATWOOD ROAD.

A road in the Rainy River District, which is from Rainy River, between lots eight and nine, Atwood, north one mile to the old Government road, which it then follows for a quarter of a mile, all being grubbed and graded.

BARWICK AND DOBIE ROAD.

This work consisted of the chopping and grubbing of a mile and a half of road from the town line between Dobie and Shenston, west between sections 1 and 12 of the latter township, and the chopping and grubbing of ten chains on the town line named, from the newly made portion, north.

BIDWELL AND GREEN BAY ROAD.

A road on Manitoulin Island, upon which about three-quarters of a mile of work was done in repairing a difficult hill opposite lot number twelve, on the town line between Bidwell and Howland ; and again on the road allowance between lots fifteen and sixteen of Bidwell, a dangerous portion was repaired, and protected by a retaining wall.

BIRCH LAKE SETTLEMENT ROAD.

Four miles have been opened forty feet wide and grubbed, making a good winter road from Webbwood northward. A substantial bridge was also built over Birch creek with a thirty feet opening, requiring a trussed structure. The inhabitants contributed gratuitous labor in order to complete the bridge and approaches.

BONHEUR ROAD.

A winter road between Bonheur Station, on the Canadian Pacific Railway, and Lake Harold, on the Seine River, a distance of about fifty miles ; of which about twenty-four miles have been opened as portages between lakes. The inspector reports the work as of a very satisfactory character, and it is understood also that mining operators have spent a large amount of money upon this same route.

BRIDGE REPAIRS.

The repair and protection of two very large bridges over Kaministiquia River, which work was in progress last year as reported. A large quantity of iron plating and other material was required for protection against the annual freshets with accompanying ice jams. The inspector now reports that he does not anticipate any further difficulties in this respect.

CAMPBELL 10 AND 11 CON. ROAD.

Six miles of excellent repairs from the twenty-fifth side road eastward, making, the inspector says, a very fine road.

CARIBOO LAKE ROAD.

This road runs east and west from lot No. twelve of the second concession of Plummer to the town line of Johnson, and on to join the Port Lock and Desert Lake road, two miles in all. Gratuitous labor, equal to fifty-one and one-half days, was given as an addition to the Government grant.

CARTIER ROAD.

Four miles constructed between Cartier Station of the Canadian Pacific Railway, in the township of Cartier, and McCool's siding, in the township of Hess ; and its course generally parallel with the railway upon its north side.

CARPENTER AND LASH ROAD.

Work was begun on the town line between Carpenter and Lash, at north-west quarter section 32, Lash, and continued to a creek on the north-west quarter of section 34 in the same township, a length of nearly two miles. Ten chains of off-take drains were also opened, with one bridge and four culverts.

CHELMSFORD AND BALFOUR ROAD.

Commencing at the centre of lot number two in the first concession of Balfour, a quarter of a mile was made west, when the work was turned south, and a mile and a half opened into the township of Creighton. About an eighth of a mile was also opened eastward on the north boundary of Creighton from the existing Government road; the whole being chopped, levelled and graded, and is a good second-class road.

CLARK'S BRIDGE.

A bridge over Thessalon River in Bruce Mines District, damaged by lightning, and otherwise very much out of repair, is now in good condition.

COFFIN 2 AND 3 CON. ROAD.

Work in this instance was largely on the second and third concession line of Galbraith, which is a continuation of the road named, eastward. Two good bridges were, however, built at a cost, with culverts, of about \$200, and another opposite lot number eight for \$100, the balance being for general repairs, extending over probably a mile.

CROZIER AND LASH ROAD.

Six and a quarter miles have been added to the length of this road, the opening of which was commenced in 1893. Work this year was begun between river lots eight and nine, Lash township, and continued east to Lavalle River, between sections four and nine of the township of Devlin. A mile of ditching was done upon one side of the road, and five bridges built, aggregating a length of 276 feet.

DAY MILLS AND DAYTON ROAD.

Some three miles of repairs were made over this road which is from Dayton Station in the township of Bright Additional, north into the township of Day.

DEAN LAKE AND MISSISSAGA ROAD.

Grading was begun at lot number twenty in the township of Thompson and continued east to Mississaga River, a length of three miles, which were chopped out last year as a winter road at a cost of about \$500.

GORE BAY AND PROVIDENCE BAY ROAD.

Repairs were commenced about three miles south of Gore Bay and continued to within one mile of Providence Bay, a length of some twenty miles.

GRAND PORTAGE ROAD.

A mile of substantial repairs as a continuation from last year's operations in the township of Wells.

GRASSY RIVER ROAD AND BRIDGE.

A bridge 303 feet long was built over Pine River, about the centre of section 35 of the township of Dilke. It is a pile structure having four piles in each bent, with two spans of forty feet, and eight spans of twenty-five feet each. Half a mile of ditching was also done along the road south of the bridge.

HONORA BAY ROAD.

From Honora Bay of Manitoulin Island heavy repairs were made for two miles eastward; and again from the eleventh concession of Bidwell a mile and one-eighth was opened southward to connect with the existing Government road between lots twenty-eight and twenty-nine of concessions nine and ten. This new portion was heavy work, and for the appropriation could only be opened as a good winter road.

HAUGHTON AND WELLS ROAD.

Three miles and a half opened from lot number seven of the second concession of Haughton, east to the centre of lot number twelve of the second concession of Gould, and was chopped forty feet wide, and logged and grubbed.

This portion of road is, the inspector says, through a fine section of country and without a swamp in the entire distance.

IGNACE AND STURGEON FALLS TRAIL.

Between Ignace Station, on the Canadian Pacific Railway, and Sturgeon Falls on the Seine river, a trail sixty-five miles long has been cut out about six feet wide, making a good summer as well as winter line for travellers and pack horses.

ISBESTER STATION ROAD.

A new road opened from the north-east corner of section 36 McDonald township west one mile, and then south a mile and a half. Three bridges were also constructed aggregating a length of 172 feet.

LAKE WOLESLEY ROAD.

Seven miles of repairs from lot number twenty-four of the twelfth concession of Robinson westward; included in which is forty-six rods of excellent crosswaying.

MASSEY AND BIRCH LAKE ROAD.

A continuation of work of last season on the north side of the Canadian Pacific Railway track, and is from the line between lots ten and eleven of the second concession of the township of May, northward a mile and a half; the greater distance being through a bad swamp requiring both crosswaying and ditching.

MAY 1ST CON. ROAD.

Three miles of new road opened from the west boundary of the township of May eastward, on the line indicated reaching to lot number seven. It is cleared forty feet wide, and made into a good second-class road.

MAY AND HALLAM T. L. ROAD.

This work was the grading of a road opened previously by settlers, and is from La Cloche creek, near the south boundary of the township, north on the boundary between May and Hallam to the third concession; thence east one mile, and thence north to Spanish River, somewhat over three miles.

MORLEY TOWNSHIP ROADS.

Three miles of portions destroyed or damaged by fire last year were repaired.

OLIVER TOWNSHIP ROADS.

In this township two miles were chopped and grubbed from the town line westward, on the 7th concession line, and the work said to be of a very satisfactory character.

OUIMET AND BLACK BAY ROAD.

The repair of five-eighths of a mile along this route from the Canadian Pacific Railway to Black Bay.

PATTON ROAD.

About one mile and a half of new road opened across lots nine to six, between the fifth and sixth concessions of Patton; and two miles of repairs over the older portions.

PINE PORTAGE ROAD.

This road was continued from the point of ending last season two and a half miles this length being very fairly opened for traffic. A mile and a half of the portion before, opened was repaired and otherwise improved, and is that from the limit of Rat Portage to Matheson Bay, on Lake of the Woods.

PORT LOCK AND DESERT LAKE ROAD.

Three-quarters of a mile has been opened between lots three and four of the fourth concession of Johnson; and something less than half a mile of repairs were made of last year's work.

PRINCE AND PARKE T. L. ROAD.

In this instance work was commenced at the east side of section 2, of Parke and continued west 2 miles, which were chopped, grubbed and graded, making a good road throughout.

RAYSIDE ROAD.

New roads were opened between lots seven and eight across the fifth concession; between concessions three and four across lots six and seven; and also between lots two and three, from the first to the fourth concessions, all in Rayside township, and representing about three miles of new work.

ROSSLAND ROAD.

This road was produced to within three-quarters of a mile of Rossland from the ending of the work in 1893. The length of the new road is three miles, which were brushed, grubbed and partially levelled.

RAINY RIVER ROAD.

This work extended from River lot number three of the township of Roddick to about the centre of the Indian Reserve in the township of Woodyatt.

Some five and three-quarters miles of the length were grubbed and graded, and one mile grubbed and ditched upon one side. Ten chains of tap-drains were opened, and four small bridges built, together with repairs of the abutments of Lavalle River bridge. This work is reported as highly satisfactory.

ST. JOSEPH ISLAND ROADS.

For the expenditure of \$893 63 about one mile of road was opened and something like two miles were repaired—namely, on A line between concessions C and D a large hill was cut down and the roadway very much improved; and on the same line a similar work was done on hills through concession M. On the Tenby Bay road repairs and improvements were made on the tenth side line opposite concessions five and six; and on the line between lots twelve and thirteen of the tenth concession some three-quarters of a mile was opened through a rough section. Half a mile of the V line was improved by grading and gravelling, while on the F and G line repairs were made over some very bad places. On I line a large hill was cut down and the material used in raising the road through a swamp; and lastly, one mile of repairs were made on the thirteenth concession from P line south. Gratuitous labour to the extent of forty-two days was given on account of this last named work, and on the I line above mentioned work to the value of \$96 was contributed.

SAND LAKE AND KAWAWIAGAMOG TRAIL.

A trail cut out from North Lake on the line of the Port Arthur, Duluth and Western Railway to Hart River, which empties into Kawawigamog River. Its length is thirty-five miles, and is opened six feet wide, and should be of great advantage to explorers and others, giving, as it does, easy access to the township of Moss and the surrounding country.

SLATE RIVER VALLEY ROAD.

On the first concession line between lots ten to thirteen Paipoonge, half a mile of grading was done and a ditch a quarter of a mile long opened.

On the tenth side line were thirteen chains of grading and three chains of cross waying; while on the fifteenth side line forty-three chains of grading, twenty-seven chains of ditching, six culverts and ten chains of tap-drain represents the work done.

SHOAL LAKE AND BAD VERMILLION ROAD.

From mining location J. O. 36 on Shoal Lake north to Bad Vermillion Lake, four and three-quarter miles were chopped and grubbed, half a mile was also graded, and two bridges aggregating a length of ninety-seven feet were erected.

There was also a road opened from Bad Vermillion to location K 262, which follows the line between K 224 and A L 104 and also between K 263 and A L 103, the latter being one mile long.

SPANISH RIVER ROAD.

Six and a half miles made as a good winter road between Spanish Station and Kenabutch, on the Sault Ste. Marie Railway, opened fifty feet wide and grubbed or close-cut fourteen feet.

STANLEY AND KAKABEKA FALLS ROAD.

From about a mile west of Stanley Station, on the Port Arthur, Duluth and Western Railway, three miles of road have been opened to Kakabeka Falls, and meets a road built by the municipality of Neebing along the railway line from Stanley Station. Over these roads a considerable traffic is reported.

SUDBURY AND WHITEFISH ROAD.

On this highway work was commenced one mile west of Norton Station where improvements ended last year, and four miles then opened, extending to Vermillion River, and giving now a good winter road to Sudbury.

TEN MILE POINT ROAD.

Repairs over a considerable length of this road on Manitoulin Island.

THESSALON AND BRIGHT ROAD.

From between lots three and four of the township of Day repairs were made east-erly and southerly, nearly two miles, the work being for the most part ditching, with gravelling also in many places.

THESSALON RIVER BRIDGE.

A bridge in course of erection in the township of Plummer, but unfinished at the end of the year, as work could be done with greater advantage in the winter season. The bridge is expected to cost very little beyond the amount already paid—\$620.

THESSALON BRIDGE.

The repair of a bridge on lot number ten in the first concession of Coffin. New stringers were introduced and nearly one-half the top covered anew.

WELLS ROAD.

Repairs from about the south-west angle of lot number twelve in the second concession of Wells, to the north-east angle of lot number eleven, a distance of a mile and a quarter. The character of country was such that it appeared necessary to spend the grant upon the length mentioned, in order to make anything like a satisfactory road.

WHITEFISH VALLEY BRIDGE.

A bridge ninety-nine feet long with main span of fifty feet, built according to plan furnished by the Department. It is on lot number seven of the fourth concession of Gillies. A quarter of a mile of grading was done that the bridge might at once be used for traffic.

WHITEWATER LAKE ROAD.

Three and a half miles of new road opened twenty feet wide from about the centre of lot number two of the first concession of Rayside, southward, reaching into, and ending upon lot number four in the fifth concession of Snider.

WOODYATT ROAD.

This road is one previously opened from Rainy River north, between sections 19 and 20 of the township of Woodyatt, and along which nearly two miles of ditching was done this year.

WORTHINGTON AND WHITEFISH ROAD.

Commencing at the east side of lot two between the first and second concessions of the township of Drury, work was continued eastward half a mile, thence south to the south boundary of Denison, thence again east to lot number three, a distance of two miles, opened as a winter road.

Also three-quarters of a mile was opened from the last mentioned lot to connect with an old road into Whitefish.

WEST DIVISION.

ALSACE ROAD.

Three miles of work of which nearly half a mile was new, being a deviation about a very steep hill ; the balance being substantial repairs, involving twenty-two new culverts and a large amount of ditching. These operations were from the Rosseau and Nipissing road towards Commanda Lake road.

BAYSVILLE ROAD.

Repairs over this road were commenced about lot number twenty-eight of Ridout, extending from thence eastward toward Dorset for a length of two and a half miles. Fourteen stone culverts were built in connection with the work.

BETHUNE 12 CON. ROAD.

A mile and a quarter of substantial repairs on the concession line named, between lots five and eleven.

BURK'S FALLS ROAD.

Repairs were made from East Armour road eastward for about four miles, work being largely the reduction in gradient of several heavy hills, involving excavation to the extent of nearly 2,000 cubic yards. It is the main road from Burk's Falls eastward, and is an important highway.

CHRISTIE ROAD.

A bridge 324 feet long was erected over Ten-Mile creek, with a main opening of thirty-six feet ; and another over Seguin River, on the same road. Both bridges had been carried away or destroyed by flooding and the road was in consequence impassable. Some road improvements were also made.

CHRISTIE AND HUMPHREY T. L. ROAD.

On this line of road was built over a branch of Seguin River a substantial bridge, with a span of twenty-five feet, resting upon abutments each fourteen feet high. Timber approaches one hundred feet long were also made and the work understood to be quite satisfactory.

CONGER 10 AND 11 CON. ROAD.

This was chiefly crosswaying through a swamp upon the line mentioned ; its length being some four hundred and twenty feet.

CROFT AND CHAPMAN BRIDGE.

A bridge originally one hundred and twenty feet long on the boundary between Croft and Chapman has now been renewed, shortening the structure to sixty-two feet and filling in the balance permanently. The cost of the work, which was done by the municipality of Chapman, was about \$425, towards which the Government contributed \$200.

DISTRESS RIVER ROAD.

A production three-quarters of a mile westward to connect the road named with Poverty Bay road. It now crosses through lots one hundred and one and one hundred and two of the Rosseau and Nipissing road survey and lots thirty-four and thirty-five of the eighth concession of Chapman, and shortens the distance materially between Ah-mic Harbor and Sundridge.

DOE LAKE ROAD.

One mile and a half of repairs from Ryerson road northward to the Maganetawan River, and approximately between lots ten and eleven Ryerson. The road was in a very bad condition.

DOUDLE AND BARTON ROAD.

This work is from lot two hundred and three of the Rosseau and Nipissing road survey westward into Gurd township, and its length three-quarters of a mile, to make connection with the northern portion of Gurd.

EDGINGTON ROAD.

Work began at lot fifteen of the sixth concession of Christie, and continued to the same lot number on the fourth concession; altogether a mile and three-quarters, of which more than one mile is new work opened on the proper road allowance.]

GERMAN ROAD.

A mile and a half of road opened from lot twenty-one in the second concession, to lot sixteen in the said concession of the township of Mills. It was opened fifty feet wide and well graded.

HAGERMAN ROAD

Runs westward from the northern road between lots forty and forty-one. An eighth of a mile of necessary crosswaying, and a small quantity of grading was done at its west end.

HAYSTEAD ROAD.

A mile of chopping, grubbing and grading, the work being from about lot one hundred and thirty-six Parry Sound road survey south towards Otter Lake.

INDIAN PENINSULA ROADS.

In the township of Lindsay five miles of repairs were made from the fifteenth side line to lot thirty-five; and on the west side three miles were improved from the town line of Eastnor northward to the Bury road proper; while in the township of St. Edmund's the work extended from lot number seven to lot twenty-six, nearly five miles in sections or patches.

In Albermarle township from concession B a road was opened between lots fourteen and fifteen one hundred rods; thence south to the line between lots fifteen and sixteen; then west through concessions eight to twelve inclusive; and again southward between concessions seven and eight to the line between lots nineteen and twenty, a length of about four miles.

The Indian Department, I am informed, spent about \$1,000 also upon repairs and improvements in the northern portion of the Peninsula, and a fairly good road is now opened to Tobermory Harbor.

KEARNEY BRIDGE.

A bridge over the outlet or river between Loon Lake and East Lake on the Perry and Monteith road. It is one hundred and sixty-eight feet long with main span of sixty feet in the clear, the balance being trestle work.

KEARNEY No. 1 ROAD.

A mile and a quarter of grading from the third concession of Proudfoot towards Beaver Lake. A short length still remains to be improved but the whole distance is passable, and of great advantage to the settlers in the vicinity of Sand Lake.

MACHAR 5 AND 6 SIDE LINE ROAD.

The chopping out, grubbing and grading of a mile and a quarter of very heavily timbered land through the ninth and tenth concessions of the side line mentioned, and the further chopping of a quarter of a mile in the eleventh concession. Two bridges of considerable size were also built over streams crossing the road, and three culverts constructed.

MACHAR 10 AND 11 SIDE LINE ROAD.

This work was chiefly in the eighth concession, being three-quarters of a mile of grubbing and grading. One-half the distance was through a muskeg and therefore unusually heavy construction.

McKELLAR CENTRE ROAD.

From Blackwater bridge northward three miles were repaired, together with the partial re-covering of two bridges. Seventeen new culverts were introduced to insure safety to the road.

McMURRICH 30 SIDE LINE ROAD.

Repairs between concessions eight to ten, amounting to something like three-quarters of a mile, to give a better outlet for some settlers to Bacon crossing, on the Parry Sound Railway.

MILLS AND WILSON ROAD.

Commencing at Mills road, a mile and a half was repaired eastward and properly turnpiked. A bridge seventy feet long, and costing about \$200, was also erected over Zichen's creek.

MONCK 10 AND 11 SIDE LINE ROAD.

Through the eleventh and twelfth concessions of Monck a mile and a quarter was very much improved, and the thirteenth concession was chopped out and grubbed.

MONTEITH AND PERRY ROAD.

A mile and a quarter of repairs, but practically new work, being a deviation to avoid a very rocky section, and involving sixty-seven rods of crosswaying. Operations were across lots five to ten and between the tenth and eleventh concessions of the township of Perry.

MUSKOKA ROAD.

In the township of Perry two miles were most thoroughly improved; and in Gurd three-quarters of a mile was opened as a continuation of last year's work, and ending between lots fifteen and sixteen in the seventh concession.

NIPISSING JUNCTION ROAD.

Two and a half miles were very substantially repaired and drained, making now an excellent highway between South East Bay and North Bay, and is extensively used at all seasons of the year.

NORTH WEST ROAD.

Repairs to bridges and crossways in the township of Carling which were absolutely required to make the road in some degree passable.

POVERTY BAY ROAD.

Necessary repairs to crossways and bridges between Ah-mic Harbor and Magnetawan.

SINCLAIR ROAD.

Between lot number sixteen in the fifth concession and lot number two in the thirteenth concession, about seven miles of repairs were made, and the road put in very fair shape for travel.

SINCLAIR AND FINLAYSON ROAD.

Five and three-quarters miles were repaired in the township of Sinclair, which forms part of this main road into Algonquin Park. Two miles were opened as an extension of the road, which now reaches, practically, Tea Lake on lot number twenty of Finlayson. The work is reported as well done.

STEPHENSON AND MACAULAY T. L. ROAD.

This was a contribution to the municipality conditional upon the completion of certain work upon the town line named, and which the Department has assurance that it has been done.

STISTED 15 AND 16 SIDE LINE ROAD.

The completion of road by opening a mile and a quarter through concessions seven and eight, of which 264 rods were through a low tamarac swamp.

SPENCE AND CROFT ROAD.

Beginning at lot seventy-three, con. B, of the Rosseau and Nipissing road survey, this road is opened westward to the Croft road, on lot number eleven in the second concession of Croft, a length of about five miles. A considerable portion being through cleared land, it was easy of construction, and a large amount of work was therefore effected. The inspector writes that if opened another mile and a quarter to Ah-mic Harbor it would become an important leading highway.

STRONG 4 AND 5 CON. ROAD.

Repairs were made across lots twenty-eight, twenty-nine and thirty, three-quarters of a mile; and an equal length chopped, grubbed and graded across lots twenty-five, twenty-six and twenty-seven. Owing to the roughness of the road allowance it became necessary to make a diversion upon lots twenty-six and twenty-seven into the fourth concession.

WESTPHALIA ROAD.

One mile of very heavy work, involving a great deal of rock-blasting. It is from lot number twenty-two, through lots twenty-one and twenty of the second concession, and part of lot nineteen in the third concession of Himsworth.

WILLETT ROAD.

A road forming a connection with the Parry Sound road and Parry Harbor, in the township of Foley. The length, which is somewhat less than a mile and a half, is over an exceedingly rough section, requiring many deviations before reaching Ross' Point, on the Georgian Bay, to form a connection with the new railway terminus. A first-class road has, however, been made.

WILSON LAKE ROAD.

This was the opening of a new road from Mills' road (lot thirty-three, con. twelve, Mills), southerly for two and a half miles, so that teams might pass over it. A large amount of work was done for the comparatively small expenditure—\$101.75.

WISAWASA AND BURFORD BRIDGES.

The renewal of two bridges on the Nipissing road, first built fourteen years ago. The Wisawasa bridge has a main opening of fifty-two feet and total length of sixty-four feet. The Burford bridge is a pile structure eighty-one feet long, and are both reported as excellently built.

WOOD LAKE ROAD.

Five miles of repairs extending from the town line of Draper to Black River, in the township of Oakley.

EAST DIVISION.

ABINGER AND MILLER T. L. ROAD.

Work has been extended from that of 1893 southward to the first lot of the eighteenth concession of Barrie, there connecting with a settlers' road. The length opened is a mile and a quarter, on which a bridge or high crossway four hundred and fifty feet long was required and constructed.

ADDINGTON ROAD.

Five miles of repairs were made from Kaladar Station, on the Canadian Pacific Railway northward over "Ball Mountains," and a bridge one hundred and seven feet long was rebuilt over Louse Creek. In the townships of Ashby and Sheffield fifteen miles were improved from the boundary between Mayo and Ashby eastward. This latter portion is more properly known as Mississippi road.

ANTOINE CREEK BRIDGE.

The renewal of a structure originally one hundred and forty feet long, but now reduced to one hundred feet, the balance of length being filled in permanently. It is on the Mattawa and Temiscamingue road, and the work is understood to be of a very substantial character.

ALICE 14 AND 15 CON. ROAD.

Repairs from lot number one eastward a mile and a half upon a road previously opened by settlers, but was in a very unsatisfactory condition.

ALICE 25 AND 26 SIDE LINE ROAD.

This road had also been opened roughly by the settlers southward through the ninth and tenth concessions, and is now farther improved over one mile of its length.

ASHDAD AND CALABOGIE ROAD.

Three miles of repairs from Calabogie Village about the shore of Calabogie Lake, and again two miles northward, toward Mount St. Patrick. It is the leading road between the villages, and benefits a large number of settlers.

BARRY'S BAY AND BELL'S RAPIDS ROAD.

Beginning about a mile and a half west of Barry's Bay, in the township of Sherwood, repairs were extended westerly towards Bells Rapids, on the Madawaska River, a distance of two and a half miles.

BATTERSEA AND S. CROSBY ROAD.

The above named highway is one beginning at Battersea (lot 11, concession 9) in the township of Storrington, and continuing in a northeast direction through the said township to Jones' Falls, on the Rideau canal, in the township of South Crosby. Three miles have been improved, thus putting the same in very fair condition.

BEDFORD CENTRE ROAD.

This road commences at lot number eight in the seventh concession, extending to lot twenty in concession twelve of Bedford, a length of seven miles, of which four miles were substantially repaired. It is a road used chiefly in conveying milk to cheese factories.

BOBCAYGEON ROAD.

That portion of the above road opened this year is in lieu of a section some seven or more miles in length, which, though opened roughly many years ago was never regarded as travelable; and this difficulty was increased by the damming of waters of Mud Lake and others, rendering the road in many places impassable. The work was begun at lot two, concession A, Ridout; thence northerly to lots five and six, concession nine, and onward to lot three, concession ten, which is about half a mile south of the Baysville road, the length being seven and a half miles. The Messrs. Gilmour Company subscribed \$500 towards the work, which, with the Government grant, has opened what, with some further work, will be a fairly good road; and, it is said, will permit the settlement of perhaps many now vacant lots.

BONNECHERE AND KILLALOE ROAD.

The opening of a new road from lot number thirty of North Algona in a south-westerly direction to the boundary between North Algona and Hagarty; thence south along said boundary to the eighth concession—a mile and a half, and intended to be a road to Killaloe Station, on the Ottawa and Parry Sound Railway, though not yet completed.

BONFIELD 6 AND 7 CON. ROAD.

This is also a new work, dating from last year's operations (lots twenty-two and twenty-three), and opened eastward two miles, and properly graded. Over Spark's creek, on this line, a bridge was built sixty-two feet long with a twenty-five feet main opening.

BONFIELD 25 AND 26 SIDE LINE ROAD.

A mile and a quarter of new and heavy work through the fifth and sixth concessions of the side-line named. It is intended that this road tap the township of Boulter and reach some fifty settlers.

BROMLEY 3 AND 4 PROOF LINE ROAD.

Another new road situate on the above proof line of Bromley, in the sixth and seventh concessions. It is a mile and a quarter in length, well grubbed and graded, and reduces the distance to Douglas for many settlers and travellers.

BRUDENELL AND LYNDOCH ROAD.

Eight miles of repairs from Rockingham on the Peterson road northward towards Wilno in the township of Hagarty. This becomes an outlet to the Ottawa and Parry Sound Railway for settlers in Raglan and the south part of Brudenell.

BUCKHORN ROAD.

A general course of repairs over twenty-four miles from the Monck road southward through the townships of Cavendish and Harvey; and five miles also from Gooderham northward to meet the work of last season.

BURLEIGH ROAD.

About two miles of improvements including a deviation south of Haultain P. O. A bridge was also erected over Eel's creek, at Brown's Falls, one hundred and eighty feet long, with a main span of thirty-three feet in the clear.

CALVIN AND PAPINEAU T. L. ROAD.

This work was from the Canadian Pacific Railway, between concessions five and six of Calvin and thirteen and fourteen of Papineau, extending south, a mile and a quarter of heavy construction.

CALDWELL No 1 ROAD.

Commencing at the boundary between Kirkpatrick and Dunnet, where work ended last year, the road has been opened westward along the north boundary of the Canadian Pacific Railway to Warren Station; a length of one mile of entirely new work through heavy bush. With the balance of the appropriation the old road between Verner and Warren, nine miles, was repaired and considerably improved.

CALDWELL No. 2 ROAD.

On this road work began on what is known as the Salter Line, and at lot number two and the concession line between one and A, and was continued north one mile to the line between the lots one and two, new entirely. Again, a road was opened from the point first mentioned westward—on Salter Line—across lot number two, and thence south to Veuve River, nearly three-quarters of a mile. This latter portion reaches a settlement hitherto without a road of any description.

CALVIN 5 AND 6 CON. ROAD.

This is a work consisting of a quarter of a mile of new road and two and a half of repairs. Repairs were from Mattawa and Callender road southward on the line indicated; the new work being across lot number six on the town line.

CARLOW ROAD.

Three miles of repairs from what is called "Monteagle Turn" northward towards Combermere. Five slight deviations were made to improve this highway, which is the leading one to Barry's Bay station on the new railway.

CAVENDISH ROAD.

Repairs were made over seven miles from lot twenty-four, concession fourteen, to lot nine and between concessions fourteen and fifteen of Cavendish. Again, from lot nine to lot thirteen a mile of new road was opened; and on what is called Jackson's road two miles were repaired.

CAVENDISH ROADS.

Beginning at the boundary between Galway and Cavendish at lot number one, in the eighteenth concession, six miles were repaired eastward to the Buckhorn road. Repairs were also made between lots ten and eleven through concessions nine, fifteen and sixteen, making about eight miles of work altogether.

CAWLEY ROAD.

A road from the Opeongo road about five miles west of D'Acre (free grant lot fifty-four), in Grattan, extending southwesterly, a mile and a quarter of which was repaired.

CHISHOLM ROAD.

A mile and a quarter of new work, dating from the Wisawasa road (lot eleven, concessions sixteen and seventeen, Chisholm) eastward. Some twenty or thirty settlers are accommodated in this instance, but the inspector says that to further open it a bridge is required over Wisawasa creek on the same line.

CLARENDON ROAD.

Repairs from Frontenac road (lots thirty-one and thirty-two, concession 6, Clarendon), eastward to the first concession, a length of about five miles. The improvement mentioned enables settlers to deliver milk to the cheese factories at Plevna.

CLARENDON STATION AND MOBERLY ROAD.

Three miles repaired from lot twenty-nine, concession seven, Oso, to lot twenty-eight in the fourth concession of the same township. This portion had been previously cut out and made passable by the inhabitants.

CONNELL'S ROAD.

A new road opened from lot seven in the sixteenth concession of Bedford, southward to lot number one in the same concession, to intersect the Opinicon Lake road and thus connecting two settlements—namely, Bedford Mills and Opinicon Lake. The length opened was three miles.

COUCH ROAD.

A winter road from the third concession of Chandos, northward to Loon Lake—some two miles or more.

DALTON AND WASHAGO ROAD.

Repairs over about five miles between the townships of Rama and Morrison.

D'ACRE AND ADMASTON ROAD.

From the boundary between Grattan and Admaston three miles of repairs were made eastward. The road is on or near the line between eighteen and nineteen of Admaston,

DEVIL LAKE ROAD AND BRIDGE.

Repairs were made over four miles of this road which is in the township of Glamorgan. Over Burnt River what is called Simmon's bridge, on the Snowdon road near Irondale, a bridge about twenty-five years old was renewed from low water line, and its length reduced to one hundred and two feet.

Furnace Falls Bridge, on the line of the Monck road, about three miles west of Irondale, was also thoroughly repaired by renewing abutments twelve feet in each case and covering one hundred and thirty-four feet.

DUNNET ROAD.

This work was commenced at the Canadian Pacific Railway boundary of Warren Station (lot two, concession six, Dunnet), and continued south about half a mile, improving a road built by the Imperial Lumber Co.; thence work was continued south one mile to the line between concessions four and five; and thence westward on the last named line to lot number five, completing thus two miles of new road and half a mile of repairs.

ELDON 8TH CON. ROAD.

Two and a half miles graded and improved between lots sixteen and twenty-one.

ELDON 4TH CON. ROAD.

This grading and gravelling is a mile and a quarter long, reaching from lot six to lot number eight.

FARADAY ROAD.

From lot nineteen, concession two, northward to lot nineteen, concession eleven, Faraday, eight miles were fairly repaired. It is a leading road from the central portion of the township to the railway at Coe Hill.

FERRIS 10TH CON. ROAD.

Two miles of road opened, beginning at lot number nineteen, and ending at lot twenty-eight. This opens a road to Callender which was the object sought.

FRONTENAC AND GRIFFITH ROAD.

Repairs from the south boundary of Mattawatchan northward seven miles. This is the only road the settlers have to their county town and market.

GALWAY 4 and 5 CON. ROAD.

From the Bobcaygeon road eastward two miles were repaired; and one mile was opened from lot number four eastward to lot number seven. One mile of repairs were also effected on Nogie's Creek road from its intersection with the above, southerly.

GALWAY ROADS.

Seventeen miles of roads received general repairs in the above township—namely: six miles from the Bobcaygeon road eastward between concessions twelve and thirteen; three miles along what is locally known as "French line;" six miles on "Queen's line," and two miles on Swamp Lake road.

GANNON'S NARROWS ROAD.

The repair of two miles, from Sandy Point southward to the Ferry ; the chief work being, however, three hundred feet of stone-filling into the water, as approaches to the wharf or boat landing. The work was commenced last year but unfinished for lack of money.

GLAMORGAN 5 CON. ROAD.

Five miles of repairs were made at various points on this road, with the renewal of portions of a bridge. A bridge one hundred and two feet long was also built over Burnt River on the Burleigh road, to replace an original structure nearly sixty feet longer than the present one, the balance having been made permanent by earth and stone filling.

GRATTAN 6 CON. ROAD.

Work was commenced on the west side of lot number eighteen, and extended to the east side of lot fifteen, one mile of new work, including a bridge eighty-five feet long, built over a stream on lot seventeen.

HAGARTY AND NORTH ALGONA ROAD.

This is one and three-quarters of a mile of new work from Killale Station, on the Ottawa, Arnprior and Parry Sound Railway—namely, one mile on the road allowance between lots five and six, and three quarters between the fifth and sixth concessions of Hagarty.

HAGARTY 3 CON. ROAD.

Two miles repaired on this line from lot twenty-one westward, and one mile also repaired from lot thirty-one westward. The road was a very bad one.

HAGARTY 8 CON. ROAD.

A mile of new road opened from lot number twenty-four eastward on the above mentioned concession line.

HARVEY 28 AND 29 ROAD.

Three-quarters of a mile of valuable work from Bobcaygeon road eastward, in grading the entire distance.

HASTINGS ROADS.

The following roads in the County of Hasting have this season received repairs :—A road from lot twenty-nine, concession three, Faraday, northerly one mile. On Snow road east of Brennan's bridge over York Branch two and a half miles were repaired, and which with a small municipal grant also expended has made the road a fair one. On the Limerick line between concessions two and three of Dungannon, three miles of repairs were made over the worst portions and now said to be in good general condition.

Six miles of repairs were also made over what is called Gilmour and Cashel road. On Bell's Rapids road in the township of Bangor another six miles were more or less improved. A bridge was built over a stream in the seventh concession of McClure, on the Papineau Lake settlement road, and the municipality has, I understand, arranged for a grant to complete the road, and make the bridge approaches. Again, repairs of three and a half miles were made on Lake township road from lot twenty-eight, concession three, Marmora, thence northward to the boundary and into lot one, concession three, Lake ;

and again north-easterly to about lot three, concession four, making a very good road into the Airhart Settlement in the township of Lake. Lastly, Mud Creek bridge on the Hastings road in Herschel, which has a total length of nine hundred and ten feet was renewed for three hundred and sixty feet, leaving the balance unfinished for lack of funds. The foregoing represents twenty two miles of repairing, outside the bridge work which seems to be very satisfactory for the amount spent.

HASTINGS ROAD.

On the Hastings road proper repairs were made from about two miles north of Rathbun Station to near Bancroft, a length of about fifteen miles; and again from about two miles and a half north of Maynooth, four and a half miles were repaired northward. A bridge was also re-built over York River, one mile south of Bancroft, one hundred and twenty feet long, having one span of sixty feet and another of thirty feet. This same road was also extended into the township of Murchison from lot twenty-seven, concession thirteen Lyell, north to the Egan Estate depot, a distance of about three miles, chopped out twenty feet wide and levelled ten feet wide, making it fairly passable for waggons, and opening a road to the Ottawa, Arnprior and Parry Sound Railway.

HAWLEY ROAD.

A road extending from the Hastings road on the south side of Bird's creek eastward into the township of Monteaule. Three and a half miles were repaired to lot twenty-two of the second concession, and includes a log bridge over Bently's creek sixty feet long.

HEAD TOWNSHIP ROAD.

Grading from lot number twelve, concession B of Head township, east half a mile and west half a mile. A heavy hill on lot number twelve was very much reduced in slope and with other work represents about a mile and three-quarters of repairs.

HINCHINBROOKE ROAD.

Repairs were commenced at lot number six in the seventh concession of Hinchinbrooke, and continued southward into the township of Portland towards the Frontenac road, a length of three miles, used largely as a cheese factory road to Verona.

HUGEL AND BADGEROW ROAD.

Three miles were opened on this road which is on the town line between Caldwell and Kirkpatrick, and also between Hugel and Badgerow. Work was begun at the Canadian Pacific Railway boundary and continued north. It was of a very heavy character of work throughout, but understood to have been well performed.

JACK'S LAKE ROAD.

A continuation from last year's operations, a mile and a half in a southerly direction of new road.

JUNCTION CREEK BRIDGE.

A structure three hundred and twenty feet long, with a width of eighteen feet and a side walk four feet wide added. This bridge is over the above-named creek, and is on the line of the Sudbury and Wahnapiatae road. The municipality of Sudbury contributed \$350 on account of the extra width of the bridge and sidewalk which was regarded as a necessity, the bridge being in the precincts of the village.

LAVANT BRANCH ROAD.

One mile of new work in the township of Darling, from lot number twelve in the third concession eastward across lots ten to twelve inclusive, opened thirty feet and graded sixteen feet.

LOUGHBORO' ROAD.

The repairing of one mile on the town line between Loughboro' and Portland from the south boundary of the first mentioned township northward, largely a cheese factory road.

LYNDOCH AND SEBASTOPOL ROAD.

Four miles repaired from lot number one in the first concession of Sebastopol southwesterly into the township of Lyndoch, the road being a leading one into a German settlement in the latter named township.

MATTAWA AND CALLENDER ROAD.

Repairs in the townships of Calvin and Papineau, amounting to four and a quarter miles.

MAYO AND CARLOW ROAD.

From the south boundary of Carlow, repairs were made to McArthur's Mills—that is to say, between lots twenty and twenty-one southward, ending on lot twelve, concession thirteen of Mayo, the distance being three and a half miles. A bridge was also built over the Mississippi branch of York River, seventy feet long with main opening of thirty-six feet, supported by two piers each seventeen feet high.

MINK LAKE ROAD.

A road from the twelfth concession and between lots ten and eleven of Wilberforce, southward to Mink Lake, and thence eastward about its west shore. Its length of a mile and three-quarters was very well repaired.

MISSISSIPPI BRIDGE.

A bridge in Palmerston near the railway crossing (lot ten, concession nine), and not yet completed as the work could be done with more economy in winter.

MONCK ROAD.

The improvement of nine and a half miles from Sebright westward, over a portion which for twelve years had been neglected, but now is in a very good state of repair.

MOOR'S FALLS BRIDGE.

The renewal of a bridge on Cameron road in the township of Lutterworth. The original structure was three hundred and forty-five feet long, but by changing the location somewhat and taking advantage of a small island the length has been reduced to two hundred and thirty feet. By obtaining timber during the winter and the exercise of due economy the work was done for a less sum than was estimated.

MOUNT ST. PATRICK AND OPEONGO ROAD.

From lot number one of the fourteenth concession of Brougham northward to the Opeongo road, four miles of substantial repairs were effected.

MOUNTAIN ROAD.

Repairs in the township of Stafford, and extending westward to Shaw's Mill at the outlet of Lake Doré—some three miles.

MUD LAKE AND BOLSOVER ROAD.

Six miles of repairs from the second concession of Eldon northward into the township of Carden.

NORTH ALGONA 5 AND 6 SIDE LINE ROAD.

Improvements extending over four miles from lot number seven of North Algona, northward, on or near the road allowance between lots five and six. This work is of great advantage to the settlers in that locality who are mostly Germans.

NOGIE'S CREEK ROAD.

Five miles of general repairs in the townships of Harvey and Galway.

NORTH BAY AND TEMISCAMINGUE ROAD.

The work in this instance was in the townships of Dymond and Harris on Lake Temiscamingue where settlement is taking place with considerable activity and where no roads existed. Three have this season been opened into lands now occupied or applied for, namely :—A road named West Dymond and Kerns, opened from lot number nine, west between concessions one and two, to about centre of lot seven; thence in a north-west direction to the line between lots four and five which it strikes about the middle of the third concession, and thence north through the last mentioned concession a length of four miles and a half. Again, North Dymond and Harly road was opened from about the point of commencement of the first named road, and made north on the line between lots eight and nine into the fifth concession, and is three miles in length. Lastly, Harris road was constructed from the same point of commencement easterly and southerly about the shore of Wabis Bay to Dawson's Point in A concession of the township of Harris, and is four miles long, making altogether eleven and a half miles of new work.

NORTH HARVEY ROAD.

About ten miles of substantial repairs eastward towards Burleigh road. A bridge was also built over Squaw River.

NORTH METHUEN ROAD.

Two miles of road made in the township of Chandos through concessions ten to fourteen, from the point between lots twenty-four and twenty-five.

NOSBONSING AND SOUTH EAST BAY ROAD.

From lot number twenty, between the first and second concessions of Ferris, a road two miles long has been opened in a westward direction, towards South East Bay of Lake Nipissing; crossing Booth's Railway at what is called Willett's. A further opening of a mile and a quarter would complete the road and be available for some seventy-five settlers near Lake Nosbonsing.

NOSBONSING AND THORNCLIFFE ROAD.

Seven miles of repairs from Thorncliffe eastward and parallel with the Canadian Pacific Railway.

OLDEN AND SHARBOT LAKE ROAD.

The improvement of two and a quarter miles which had been cheaply opened two years ago. It is in the township of Olden (from lot 11, concession 10, to lot 12, concession 8), and is valuable to persons living in the eastern portions of the township when travelling to and from Sharbot Lake station of the C. P. Railway.

OPEONGO ROAD.

Five miles of repairs in the townships of Grattan and Brougham.

OSO AND BEDFORD ROAD.

A new road from the south-west angle of the township of Oso, eastward between Oso and Bedford to the line between concessions two and three Bedford; and thence south on said line to that between lots thirty-one and thirty-two of the latter township—altogether a mile and a quarter.

PAPINEAU 10 CONCESSION ROAD.

Two portions were in this case opened, one being from lot twenty-one eastward to lot fourteen through a very rough section of country to open a road to Mattawa; and the second was opened between lots ten and fourteen through a swampy district—total length two and three quarters miles.

PAPINEAU 10 AND 11 SIDE LINE ROAD.

The opening of a new road from the seventh to the tenth concessions, and length about a mile and a quarter.

PARHAM AND SHARBOT LAKE ROAD.

Repairs were commenced at lot number twenty-five of the third concession of Hinchinbrooke, and extended northerly towards Sharbot and St. George's Lakes—eight miles.

PEMBROOKE AND MATTAWA ROAD.

A mile and a quarter was thoroughly repaired in the township of Maria, and a bridge built over Bissett's creek to renew one erected some twenty-eight years ago.

PERTH ROAD.

Repairs from Loughboro' Lake bridge extending northerly some seven miles.

PETEWAWA AND ALICE T. L. ROAD.

This work was chiefly the construction of a bridge over a creek and ravine on the town line indicated. Its main span is twenty-five feet, abutments twelve feet high and width eighteen feet. Some repairs were also made upon the road.

PETEWAWA 15 AND 16 SIDE LINE ROAD.

Three-quarters of a mile of repairs in the third and fourth concessions of Petewawa on the side-line mentioned.

RAGLAN AND SNAKE CREEK ROAD.

The repair of three and a half miles from lot twenty-four of the twelfth concession to lot twenty-seven in the sixth concession of the township of Raglan. It is between two German settlements—one in Raglan, the other in Denbigh.

REID ROAD.

From lot number eight, concession sixteen, to lot number sixteen, concession fifteen, two miles and a half of general and substantial repairs were made.

ROLPH ROAD.

A continuation of work from last year's operations westward about two miles, thus giving an outlet for settlers to the Canadian Pacific Railway, from Des Joachim and for those also on the east side of the Ottawa River.

ROLPH AND BUCHANAN ROAD.

A road cut out by the settlers from Chalk River Station in Buchanan to the Ottawa River, and this year improved from a point a mile east of the station, a mile and a quarter, and said to be of great importance to the settlers.

ROSS ROAD.

The repair of two and a half miles on the boundary between Ross and Horton and another mile of work in repairing heavy hills on the fifth concession of Ross

ROUND LAKE ROAD.

This was a quarter of a mile of heavy blasting in Belmont on the ninth and tenth concession line. The County of Peterboro' and township of Belmont contributed \$25 each, making the Government outlay \$100 only.

SANDY LAKE ROAD.

Three miles of improvements from lots nine and ten, concession ten Harvey, westward.

SANDY POINT ROAD.

A small sum granted to complete an unfinished work of last season. A mile and a half of work has made the road to the lake, which was very desirable in the interests of the district.

SEBASTOPOL AND LYNDOCH ROAD.

Four miles of repairs from Vanbrugh on the Opeongo road in Sebastopol southwesterly. It is now a good waggon road over the distance mentioned.

SHARBOT LAKE BRIDGE.

Repairs to a floating bridge built fourteen years ago, and rendered necessary in consequence of the falling of water in the lake. A portion resting upon rock was raised and other changes effected.

SHIELD'S PIT ROAD.

The grading of three and a half miles opened last year from near railway crossing at Eau Claire to the next crossing on the way to Ruther Glen.

SILVER LAKE ROAD.

A road cut out by settlers and this year repaired from lot number eight in the fourth concession of South Algona eastward, two miles, to what is known as Telegraph road,—a great advantage to a German settlement near Silver Lake.

SOMERVILLE ROADS.

Three sections were wrought over and very much improved, the first being from lot eight, concession thirteen southerly four and a half miles upon what is locally called "Finlan road." The second section was on the Base line, about one mile south of Monck road and received four miles of repairs. Section number three embraced about eight miles of improvements, reaching from about half a mile south of Monck road to "Howe's Settlement."

SOUTH ALGONA 24 AND 25 SIDE LINE ROAD.

Repairs upon the line mentioned from its intersection with the Ottawa, Arnprior and Parry Sound Railway northward to or near Golden Lake.

SOUTH ALGONA 3 CON. ROAD.

A mile and a half of mostly new work, a small portion only having been in any degree before opened. It is from the "Telegraph road" (between lots ten and eleven, concession three), in South Algona south to the end of the third concession, and thence west on the last-named concession line for three-quarters of a mile.

SOUTH MOUNTAIN ROAD.

Certain repairs on lot number four in the twelfth concession of Brougham. It is a matter of deep regret that, while engaged in the work, Mr. M. Kennelly, the overseer, broke his leg and was unable to proceed.

SPRINGER ROAD.

A continuation of last year's work between lots one and two, Springer, southward to Lake Nipissing. Three-quarters of a mile was opened, and one mile of last year's ditching was deepened in order the better to drain the road and lands adjoining.

STURGEON RIVER AND SMOKY FALLS ROAD.

The further opening of two and three-quarters miles from the end of last year's work north-easterly to Smoky Falls in the township of Springer. One mile of repairs was also made.

SUDBURY AND NEELON ROAD.

From the village of Wahnapiatae westward toward Sudbury, a mile and a half was opened, and two miles repaired.

THORNCLIFFE AND NORTH BAY ROAD.

Four miles of substantial repairs from the Trout Lake and Nipissing Junction road westward, and reaching almost to the easterly limit of North Bay.

TROUT LAKE ROAD.

One mile opened between concessions A and B, Widdifield, and four and a half miles of the existing road were repaired.

VANBRUGH AND LAKE CLEAR ROAD.

Repaired from Vanbrugh on the Opeongo road about the west end of Lake Clear, three and a half miles. The road was, in many places, so "gullied" as to be unsafe for travel.

VANSICKLE ROAD.

One mile of road opened from the boundary line of Methuen (lot three concession one) northerly; and a mile and a half repaired on a continuation of the same.

VERNER AND BADGEROW ROAD.

The opening of six miles from the Canadian Pacific Railway boundary in Caldwell north, between lots nine and ten, into the township of Badgerow to meet the requirements of settlers and those intending to make homes in those townships.

WESTPORT AND MISSISSIPPI ROAD.

Three miles of repairs from a point about six miles north of the south boundary of South Sherbrooke, northward to Moberly Station, on the Canadian Pacific Railway.

WHITE LAKE ROAD.

Repaired over ten miles from lot number thirteen in the third concession of Bedford, southerly to Bedford Station, of the Kingston and Pembroke Railway. It is the main road in that vicinity.

WIDDIFIELD (GARVIN) ROAD.

Three miles and a half of repairs from lot number seventeen, concession A, Widdifield, eastward.

WIDDIFIELD 5 AND 6 PROOF LINE ROAD.

A road roughly cut out some years ago. This year's work was from concession twelve north on the proof line indicated for three-quarters of a mile through a low swampy portion requiring brushing, ditching and gravelling.

WILBERFORCE, 30 AND 31 SIDE LINE ROAD.

This line was improved through concessions twenty to twenty-three—two and a half miles. It is an outlet for a number of settlers in the north-westerly part of the township.

WISAWASA ROAD.

From the end of last year's work one mile has been opened, the road now ending at concession thirteen, between lots five and six, Chisholm. A bridge over Spark's creek, with an opening of thirty-four feet, was also built.

WOERMKE'S ROAD.

Commencing at lot number ten, in the seventh concession of Sebastopol, repairs were made westward a mile and a quarter, involving a considerable amount of blasting of rock and boulders, the line being very rough and broken.

WYLIE ROAD.

A road from Chalk River Station, of the Canadian Pacific Railway, north-easterly along and near the railway into the township of Wylie, now repaired and improved over four miles of the length.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES IN THE YEAR 1895.

Name of work.	Departmental expenditure.		Municipal and other grants and refunds.
	\$	c.	\$ c.
NORTH DIVISION.			
Atwood.....road		760	24
Barwick and Dobie		800	00
Bidwell and Green Bay		299	82
Birch Lake Settlement.....		565	84
Bonheur		400	00
Bridge repairs, West Algoma.....		1,527	98
Campbell, 10 and 11 Con.....road		500	00
Cariboo Lake		506	05
Carpenter and Lash.....		730	00
Cartier		570	00
Chelmsford and Balfour		491	06
Chelmsford (balance of 1894)	bridge	44	48
Clark's		251	06
Coffin, 2 and 3 Con	road	602	20
Crozier and Lash (balance of 1894)		4	84
Crozier and Lash		1,580	00
Day Mills and Dayton.....		201	00
Dean Lake and Mississauga		396	10
Exploration (balance of 1894).....		62	32
Gore and Providence Bay	road	522	37
Grand Portage		202	64
Grassy River bridge and		1,332	30
Haughton and Wells		495	38
Honora Bay		736	00
Ignace and Sturgeon Falls' Trail		870	00
Inspection (balance of 1894)		217	85
Inspection		3,610	00
Isbester Station	road	988	73
Lake Wolesley		505	50
May and Hallam		200	00
May, 1st Con		500	00
Massey and Birch Lake		500	57
Mississauga Ferry (balance of 1894).....		26	64
Morley Township (balance of 1894).....roads		8	49
"		240	00
Oliver Township (balance of 1894).....		2	54
"		480	00
Quimet and Black Bay	road	99	65
Patton		501	35
Pigeon River (balance of 1894)		7	81
Pine Portage		6	30
"		598	74
Port Lock and Desert Lake		300	90
Prince and Parke T.L.		500	57
Rainy River.....		2,250	00
Rayside		501	78
Rossland		518	40
St. Joseph Island	roads	893	63
Sand Lake and Kawawigamog Trail.....road		559	46
Shoal Lake and Bad Vermillion		1,124	36
Slate River Valley		506	87
Spanish River road and bridge (balance of 1894).....		13	60
Spanish River	road	754	69
Stanley and Kakabeka Falls.....		619	21
Sudbury and Whitefish		504	50
Ten Mile Point		518	82
Thessalon	bridge	161	00
Thessalon and Bright	road	499	72
Thessalon River	bridge	620	00
Wells	road	504	37
Whitefish Valley		891	07

SUMMARY OF EXPENDITURE.—*Continued.*

Name of work.	Departmental expenditure.		Municipal and other grants and refunds.
	\$	c.	\$ c.
NORTH DIVISION.— <i>Continued.</i>			
Whitewater Lake road		505	59
Woodyatt (balance of 1894)..... "		33	03
Woodyatt..... "		480	00
Worthington and Whitefish..... "		500	00
		36,707	42
WEST DIVISION.			
Alsace road		500	05
Baysville..... "		499	25
Bethune, 12 Con..... "		325	54
Burk's Falls..... "		500	01
Cardwell (balance of 1894)..... "		20	13
Christie..... "		691	88
Christie and Humphrey T.L..... "		380	00
Conger, 10 and 11 Con..... "		100	01
Croft and Chapman..... bridge		200	00
Doe Lake..... road		300	00
Doudle and Barton..... "		300	75
Distress River..... "		200	00
Edgington..... "		409	68
German..... "		514	94
Hagerman..... "		101	00
Haystead..... "		404	43
Housey's Rapids (balance)..... bridge		42	64
Indian Peninsula..... roads		1,534	29
Inspection..... "		1,542	95
Kearney, No. 1..... road		297	30
Kearney..... bridge		768	20
Machar, 6 and 6 S.L..... road		790	52
Machar, 10 and 11 S.L..... "		253	33
McKellar Centre..... "		753	98
Macaulay and Stephenson T.L..... "		200	00
McMurrich, 30 S.L..... "		191	00
Mills and Wilson..... "		504	01
Monck, 10 and 11 S.L..... "		252	37
Monteith and Perry..... "		488	08
Muskoka..... "		812	66
Nipissing Junction..... "		499	98
North-West..... "		100	00
Port Cockburn..... "		100	00
Poverty Bay..... "		82	17
Sinclair..... "		200	07
Sinclair and Finlayson..... "		1,257	84
Spence and Croft..... "		500	00
Stisted, 15 and 16 S.L..... "		452	70
Strong, 4 and 5 Con..... "		251	07
Westphalia..... "		500	12
Willett..... "		795	00
Wilson Lake..... "		101	75
Wisawasa and Burford..... bridges		481	01
Wood Lake..... road		498	00
			19,699 27
EAST DIVISION.			
Abinger and Miller T.L..... road		499	99
Addington..... "		1,009	01
Alice, 14 and 15 Con..... "		193	95
Alice, 25 and 26 S.L..... "		291	00
Antoine Creek..... bridge		749	90
Ashdad and Calabogie..... road		714	50
Barry's Bay and Bell's Rapids..... "		500	00

SUMMARY OF EXPENDITURE.—*Continued.*

Name of work.	Departmental expenditure.		Municipal and other grants and refunds.
EAST DIVISION.— <i>Continued.</i>	\$ c.	\$ c.	\$ c.
Battersea and South Crosby	road	503 78	
Bedford Centre	"	485 91	
Bobcaygeon	"	662 71	500 00
Bonfield, 6 and 7 Con	"	587 91	
Bonfield, 25 and 26 S.L.	"	472 57	
Bonnechere and Killaloe	"	506 20	
Bromley, 3 and 4 proof line	"	403 25	
Brudenell and Lyndoch	"	495 98	
Buckhorn	"	608 42	
Burleigh	"	497 34	
Caldwell, No. 1	"	700 01	
Caldwell, No. 2	"	487 61	
Calvin, 5 and 6 Con	"	507 49	
Calvin and Papineau T.L.	"	400 48	
Carlow	"	309 55	
Cavendish	"	585 00	
Cavendish	roads	627 00	
Cawley	road	280 00	
Chisholm Township	"	499 72	
Clarendon	"	302 56	
Clarendon Station and Moberly	"	300 00	
Connell's	"	600 00	
Couch	"	100 00	
D'Acre and Admaston	"	600 46	
Dalton and Washago	"	250 40	
Devil Lake bridge and	"	895 25	
Dunnet	"	500 00	
Eldon, 4th Con	"	158 50	
Eldon, 8th Con	"	150 25	
Faraday	"	300 00	
Ferris, 10 Con	"	487 25	
Frontenac and Griffith	"	522 08	
Galway	roads	612 63	
Galway, 4 and 5 Con	road	385 00	
Gannon's Narrows	"	300 06	
Glamorgan, 5 Con	"	656 69	
Graham (balance of 1894)	"	28 15	
Grattan, 6 Con	"	301 14	
Hagarty, 3 Con	"	606 67	
Hagarty and North Algona T.L.	"	395 25	
Hagarty, 8 Con	"	300 65	
Harvey, 28 and 29	"	201 26	
Hastings	"	1,330 21	
Hastings	roads	1,084 10	
Hawley	road	180 00	
Head Township	"	300 95	
Hinchinbrooke (Flats)	"	404 25	
Hugel and Badgerow	"	1,313 94	
Inspection	"	3,022 45	
Jack's Lake	road	302 66	
Junction Creek	bridge	1,344 04	
Lavant	road	402 00	
Loughboro'	"	199 75	
Lyndoch and Sebastopol	"	300 00	
Mattawa and Callender	"	760 03	
Mayo and Carlow	"	501 12	
Mink Lake	"	200 50	
Mississippi	bridge	750 00	
Monck	road	750 68	
Moor's Falls	bridge	959 05	

SUMMARY OF EXPENDITURE.—*Continued.*

Name of work.	Departmental expenditure.		Municipal and other grants and refunds.
	\$	c.	\$ c.
EAST DIVISION.— <i>Concluded.</i>			
Mountain.....road		151 70	
Mount St. Patrick and Opeongo.....		412 00	
Mud Lake and Bolsover.....		500 24	
Nogies' Creek.....		499 40	
North Bay and Temiscamingue.....		1,477 67	
North Algona, 5 and 6 S.L.....		301 08	
North Methuen.....		403 35	
North Harvey.....		601 95	
Noabonsing and South East Bay.....		747 12	
Noabonsing and Thorncliffe.....		300 10	
Olden and Sbarbot Lake.....		152 41	
Opeongo.....		505 90	
Oso and Bedford T.L.....		400 59	
Papineau, 10 Con.....		1,000 68	
Papineau, 10 and 11 S.L.....		499 57	
Parham and Sharbot Lake.....		402 62	
Pembroke and Mattawa.....		300 25	
Perrault Settlement and Douglas (balance).....		15 30	
Perth.....		601 47	
Petewawa and Alice T.L.....		299 71	
Petewawa 15 and 16 S.L.....		254 86	
Raglan and Snake Creek.....		404 50	
Rattan (balance).....		15 00	
Reid.....		328 81	
Rolph.....		399 22	
Rolph, Buchanan and Wylie.....		395 68	
Ross.....		349 96	
Round Lake.....		100 00	50 00
Sandy Lake.....		195 83	
Sandy Point.....		153 12	
Sebastopol and Lyndoch.....		300 00	
Sharbot Lake.....bridge		201 32	
Shields' Pit.....road		498 42	
Silver Lake.....		400 90	
Somerville.....roads		502 79	
South Algona, 24 and 25 S.L.....road		149 75	
South Algona, 3 Con.....		507 96	
South Mountain.....		140 25	
Springer (balance).....		29 00	
Springer.....		388 00	
Sturgeon River and Smoky Falls.....		600 00	
Sudbury and Neelon.....		513 21	
Thorncliffe and North Bay.....		397 25	
Trout Lake.....		583 00	
Vanbrugh and Lake Clear.....		505 10	
Vansickle.....		202 00	
Verner and Badgerow.....		1,848 06	
Wahnapiatae.....		17 00	
Westport and Mississippi.....		329 13	
White Lake.....		775 30	
Widdifield (Garvin).....		302 62	
Wilberforce, 5 and 6 P.L.....		401 21	
Wilberforce, 30 and 31 S.L.....		500 00	
Wisawasa.....		598 49	
Woermke's.....		300 00	
Wylie.....		502 40	
Less refund from Brudenell road of 1894.....		60,308 51	
		8 55	
		60,299 96	

SUMMARY OF EXPENDITURE.—*Concluded.*

Name of work.	Departmental expenditure.		Municipal and other grants and refunds.
	\$ c.	\$ c.	\$ c.
RECAPITULATION.			
I. North Division	36,707 42		
II. West Division	19,699 21		
III. East Division	60,299 96		
Total Departmental Expenditure.....		116,706 59	
MUNICIPAL AND OTHER GRANTS AND REFUNDS REFERRED TO IN SUMMARY.			
County of Peterborough	25 00		
Belmont Township.....	25 00		
Gilmour Company	500 00		

HENRY SMITH,

Superintendent of Colonization Roads.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1895.

APPENDIX No. 35.

List of Persons holding Culler's Licenses issued under The Ontario Cullers' Act, 31st
December, 1895.

Name.	P. O. Address.	Name.	P. O. Address.
Anderson, M. M.	Almonte.	Bray, James.	Kinmount.
Allan, James D.	Bracebridge.	Bissell, George Thomas	Trenton.
Appleton, Erwin B.	Bracebridge.	Baxter, Richard.	Deseronto.
Albert, Andrew	Ottawa.	Breeaugh, Edward.	Deseronto.
Adams, J. Q.	Longford Mills.	Boyd, George A.	Thessalon.
Anderson, Patrick J.	Campbellford.	Buchan, Frederick.	Arnprior.
Anderson, J. C.	Gravenhurst.	Barrett, Patrick.	Arnprior.
Allan, Alfred.	Ottawa.	Brundage, Alfred W.	Pembroke.
Aikins, Geo. M.	French River.	Brougham, Thomas.	Eganville.
Appleby, Ridley.	Katrine.	Blair, Robert I.	Arnprior.
Adams, James M.	Sault Ste. Marie.	Benson, John W.	Sturgeon Bay.
Aylward, James.	Peterborough.	Beck, Charles M., Jr.	Penetanguishene.
Archibald, John L.	Keewatin.	Beatty, W. J.	Coldwater.
Austin, Wm. G.	Renfrew.	Burns, C. W., Jr.	South River.
Anderson, Charles.	Little Current.	Bell, John Henry.	Burk's Falls.
Anderson, John.	Cartier.	Bettes, John Hiram.	Muskoka Mills.
Adair, Thomas Albert.	Gananoque.	Brady, John.	Renfrew.
Anderson, J. G.	Alpena, Mich.	Beattie, W. J.	Arnprior.
Alexander, Samuel.	Arden.	Bromley, William.	Westmeath.
Adams, William.	Westmeath.	Bissell, Hartie.	Trenton.
Armstrong, James Theodore.	McKellar.	Brown, Robert.	Starrat.
Boland, Abraham.	Cartier.	Beaton, Hugh.	Waubashene.
Brown, Singleton.	Bracebridge.	Bailey, Arthur.	Parry Sound.
Barry, Thomas James.	Hastings.	Burd, James Henry.	Parry Sound.
Blanchet, Paul Frederick.	Ottawa.	Bailey, Samuel James.	Orillia.
Bird, W. S.	Parry Sound.	Burton, Tinswood.	Renfrew.
Bayley, James T.	Gravenhurst.	Boyes, James.	Huntsville.
Bell, Henry.	Ottawa.	Brown John.	Rockdale.
Beach, Herbert Mahlon.	Ottawa.	Brennen, Edward Scott.	Sundridge.
Barry, Thomas.	Millbridge.	Bell, John Arguey.	Klock's Mills.
Beaty, W. R.	Parry Sound.	Callaghan, Dennis.	Trenton.
Brooks, Frederick William.	Mackey's Station.	Campbell, Alexander J.	Trenton.
Brown, Robert D.	Port Sydney.	Carson, James.	Bracebridge.
Breed, Arthur G.	Penetanguishene.	Campbell, J. M.	Bracebridge.
Barnes, Thomas George Lee.	Muskoka Mills.	Campbell, Robert.	Bracebridge.
Buchanan, Robert.	Coldwater.	Clairmont, Joseph.	Campbellford.
Beck, Jacob Frederick.	Penetanguishene.	Clarkson, Robert J.	Parry Sound.
Bird, Joseph Manly.	Muskoka Mills.	Carruthers, Aaron.	Hintonburg.
Boyd, John F.	Thessalon.	Calder, Wm. J.	Bark Lake.
Brandon, Martin W.	Peterborough.	Chew, Joseph.	Gravenhurst.
Bell, John C.	Peterborough.	Cole, James Colin.	Ottawa.
Bartlett, George W.	Warren.	Cameron, William.	Collins' Inlet.
Brown, Silas.	Klock's Mills.	Cain, Robert.	Midland.
Boland, W. G.	Eganville.	Crawford, Stephen W.	Thessalon.
Baulke, George R.	Aylmer, Que.	Cochrane, George.	Peterborough.
Bromley, Thomas.	Pembroke.	Coburn, John.	Lindsay.
Bremner, John L.	Admaston.	Crowe, Nathaniel.	Bobcaygeon.
Bromley, W. H.	Pembroke.	Cameron, Alexander.	Norman.
Bowers, Isaac.	Little Current.	Chrysler, Frank R. L.	Webbwood.
Brown, Thomas.	Barrie.	Carson, Hugh.	Rat Portage.
Bass, Walter R.	West Huntingdon.	Carson, Melvin.	Little Current.
Bates, Robert.	Rat Portage.	Cameron, John K.	Spanish River.
Bick, Thomas.	Bobcaygeon.	Cassidy, William.	Little Current.

APPENDIX No 35.—*Continued.*

Name.	P. O Address.	Name.	P. O. Address.
Campbell, Archibald J	Little Current.	Ford, Charles	Wahnapiatae.
Close, John L	Arnprior.	Fraser, Alexander, Jr	Westmeath.
Campbell, James R	Eganville.	Fairbairn, William	Calabogie.
Campbell, John A	Galetta.	Fraser, Wm. A	Pembroke.
Caillier, Hyacinthe	Arnprior.	Fraser, Foster	Pembroke.
Chamerlin, Thomas	Bobcaygeon.	Fraser, William	Little Current.
Cooper, David Allan	Millbrook.	Fraser, Hugh Alexander	Pembroke.
Cox, Henry	Bellerica, Que.	Flaherty, John	Lindsay.
Currie, James	Ottawa.	Fisher, William	Trenton.
Clarkson, A. E	Midland.	Fox, Thomas	Deseronto.
Clairmont, E.	Gravenhurst.	Fallis, James W	Sturgeon Bay.
Cameron, W. F	Sturgeon Bay.	Fairbairn, N. H	Webbwood.
Connolly, Daniel	Gravenhurst.	Freil, John	Trenton.
Campbell, P. C	Sault Ste. Marie.	Fox, Charles	Trenton.
Cadenhead, Alexander	Midland.	Featherstonhaugh, Wm. Henry	Penetanguishene.
Carpenter, R. J	Arnprior.	Frair, Schuyler ..	Westmeath.
Christie, William Pringle	Severn Bridge.	Feren, Joel	Savanne.
Campbell, C. V	Sault Ste. Marie.		
Clegg, Samuel	Peterborough.	Green, Norman A	Gilmour.
Clairmont, William L	Gravenhurst.	Green, Samuel E	Parry Sound.
Cahill, Thomas	Nosbonsing.	Grant, John	Flinton.
Chew, Manley	Midland.	Greene, Arthur	Ottawa.
Cooper, James Eddy	Saurin.	George, R.	Parry Sound.
Cook, Reinhard	South River.	Gardiner, John	Parry Sound.
Crowe, Cecil	Bobcaygeon.	Golden, Frank J	Trenton.
Cassidy, S. C	Dunchurch.	Garson, Robert	Thessalon.
Charleson, John Baptiste	Ottawa.	Gropp, August	Penetanguishene.
Comer, Billa F	Tweed.	Grozelle, Antoine D	Muskoka Mills.
Carter, George	Sundridge.	Goulais, James	Peterborough.
		Grayson, Charles	Keewatin.
Durrill, John W	Ottawa.	Gladstone, Henry E	Cook's Mills.
Dickson, John	Sundridge.	Graham, Edward G	Wahnapiatae.
Danter, R. W	Parry Sound.	Griffin, James	Spanish River.
Doyle, T. J	Eau Claire.	Gordon, Alexander B	Pembroke.
Dobie, Alexander R	Blind River.	Gareau, Noah J	Pembroke.
Donally, Richard S	Sudbury.	Gordon, Robert W	Pembroke.
Devine, William	Cook's Mills.	Guertin, Nelson	Petawawa.
Durrill, William	Nosbonsing.	Gardner, John	Rat Portage.
Draper, Patrick	Quyon, Que.	Gunter, Peter M	Gilmour.
Davis, J. P	Bobcaygeon.	Glennie, William	Millbridge.
Drum, Patrick	Belleville.	Gorman, Maurice J	Fenelon Falls.
Durham, Edgar S	Rosseau.	Gillies, John A	Braeside.
Duquette, Charles	Webbwood.	Gadway, John	Parry Sound.
Davis, William Albert	Bobcaygeon.	Garrow, Edward	Nipissing Junction.
Dickson, Robert Alexander	Keene.	Golding, William	Dorset.
Dawkins, John	Gravenhurst.	Gillies, Harry	White Lake.
Doxsee, James E	Gravenhurst.	Gordon, Herbert C	Nelsonville.
Didier, L. P	Aylmer, Que.	Gillespie, M. H	Cook's Mills.
Devine, Patrick J	Sheenboro', Que.	Griffin, William	Huntsville.
Dinsmore, Richard	Huntsville.	Ganton, David	Trout Creek.
		Graham, George L	Arnprior.
Ebert, Andrew P	Pembroke.	Graham, Frederick S	Arnprior.
Ellis, Alexander	Arnprior.	Hartt, James	Gilmour.
Ellis, John	Westmeath.	Hayes, James	Enterprise.
Errington, Joseph	Sundridge.	Humphry, T. W	Gravenhurst.
Edgington, Henry Joblin	Parry Sound.	Huckson, A. H	French River.
Eagar, James	Parry Sound.	Howe, Alexander	Queensborough.
		Hurd, Edwin	Hurdville.
Forbes, Christopher McKay ..	McLean's Depot.	Huff, J. S. Morris ..	Arnprior.
Fitzgerald, E. Clair	Parry Sound.	Hutton, John	Hutton House.
Farrell, W. H.	Ironside, Que.	Hutchinson, Wm. E	Huntsville.
French, Louis Wm	Byng Inlet.	Hogarth, Joseph Rowan	Pembroke.
Fraser, Wm. A	Mattawa.	Humphrey, John	Gravenhurst.
Fortune, Owen	Trenton.	Hill, Joshua	Midland.
Fraser, David	Norman.	Hall, David	Lovering.
France, John	Collins' Inlet.	Hartley, Charles	Peterborough.

APPENDIX No. 35.—Continued.

Name.	P. O. Address.	Name.	P. O. Address.
Helferty, Dennis	Eganville.	Lloyd, Alfred	Severn Bridge.
Hamilton, Robert	Rat Portage.	Lawrie, Frank A	Parry Sound.
Hoppins, Abiram	Kingston.	Latimer, James	Frank's Bay.
Hoppins, Densmore	Kingston.	Lemyre, Middey	Campbellford.
Haystead, John	Parry Sound.	Lutz, Jacob	Parry Sound.
Henderson, John Irwin	Bobcaygeon.	Luby, John E	Ottawa.
Hartley, William	Millbridge.	Lochnan, James	Ottawa.
Higgins, John C.	Peterborough.	Lozo, John	Trenton.
Harrison, John, Jr.	Pembroke.	Loughrin, Lawrence	Pembroke.
Hawkins, E	Le Breton Flats.	Linton, J. H	Parry Sound.
Henderson, Charles	Bracebridge.	Ludgate, James	Peterborough.
Halliday, Frank	Mississippi.	Lee, Robert	Huntsville.
Halliday, James	Springtown.	Langford, Mark	Baysville.
Hurdman, J. A	Ottawa.	Letherby, Edwin	Midland.
Hawkins, Stonewall J	Meldrum Bay.	Lovering, William James	Coldwater.
Hinchliffe, William	Gunter.	Lane, Maurice	Bobcaygeon.
Hillis, James M	Sutton West.	Lenton, George	Peterborough.
Hogg, W. J	North Bay.	Low, Thomas A	Renfrew.
Hoxie, E. P	Katrine.	Livingston, Robert M	Huntsville.
Hawkins, Walter	Pembroke.	Londry, William E	Sault Ste. Marie.
Howard, James	Eganville.	Labelle, James	Waltham, Que.
Howard, William	Baysville.	Labelle, Eli	Waltham, Que.
Hogan, Knos W	Savanne.	Ladurante, J. D	Ottawa.
Horne, John T	Fort William.	Ludgate, Theodore	Peterborough.
Irwin, Thomas H	Parry Sound.	Lucas, Frank	Sault Ste. Marie.
Jackson, Robert	Brechin.	Lunam, Duncan	Collfield, Que.
Johnson, Finlay	Bracebridge.	Lott, George	Trenton.
Jones, Albert	Victoria Harbor.	Lawrie, John D	Parry Sound.
Johnson, Thomas	Bobcaygeon.	Lovering, George Francis	Coldwater.
Johnston, Archibald M	Norman.	Lavigne, John	Aylmer, Que.
Julien, Charles	Trenton.	Landell, Charles S	Huntsville.
Junkin, Henry	Marmora.	Long, Henry Elisha	Mattawa.
Johns, Frank	Nipissing Junction.	Malloy, Mark	Baysville.
Jessup, Edward D	Cache Bay.	Miller, R. O	Gravenhurst.
Johnson, Frank N	Ottawa.	Menzies, Archibald	Burk's Falls.
Johnston, John	Peninsula Lake.	Manning, James	Trenton.
Johnson, S. M	Arnprior.	Martin, Phillip	Stoco.
Jones, Frederick James	Flintston.	Malone, William Patrick	Ottawa.
Johnston, William A	Candleford.	Marsh, Esli Terrill	Trenton.
Jervis, Henry	Wisawasa.	Millar, John W	Huntsville.
Jones, William	Fenelon Falls.	Mutchenbacker, Asa	Rosseau Falls.
Kerby, John	Belleville.	Morris, George F	Frank's Bay.
Kennedy, Robert	Marmora.	Murray, George, Jr.	Waubushene.
Kirby, Louis Russell	Ottawa.	Maughan, Joseph	Fort William.
Kenney, Timothy	Enterprise.	Margach, William J	Port Arthur.
Kirk, Henry	Trenton.	Murray, Geo. Sr	Waubushene.
Knox, Milton	Ottawa.	Maniece, William	Peterborough.
Kinsella, Michael Pierce	Trenton.	Murray, William	Rat Portage.
Kitchen, D	Sudbry River.	Morgan, Richard J	Rat Portage.
Kelly, Jeremiah	Sudbury.	Magee, Thomas Arthur	Rat Portage.
Kelly, Ferdinand	Mattawa.	Murdoch, James	Cook's Mills.
King, Napoleon	Mattawa.	Munroe, Peter P	Commanda.
Kean, B. F	Orillia.	Mason, Benjamin	Westmeath.
Kemp, Orval Wesley	Trenton.	Monaghan, John B	Arnprior.
Kirk, Charles Barron	Queensborough.	Monaghan M. J	Arnprior.
Kingsland, W. P	Ottawa.	Mulvihill, John	Arnprior.
Kerr, John B	Arnprior.	Moran, Andrew	Rockingham.
Kennedy, Walter	Arnprior.	Mulvihill, Michael	Arnprior.
Kennedy, John	Pembroke.	Mann, John	Manitowaning.
Knox, William M	Fesserton.	Marrighan, Richard	Deseronto.
Kearney, Michael John	Buckingham, Que.	Monaghan, John Dorland	Deseronto.
Kendrick, John	Burk's Falls.	Matheson, William	Chelmsford.
Kennedy, John L	Burk's Falls.	Monro, Alexander G	Braeside.
		Monro, Philip	Braeside.
		Mangan, Patrick	Arnprior.

APPENDIX No. 35.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Marcel, Peter	Ottawa.	McKewen, Henry	Trenton.
Main, Samuel	Spanish Station.	McDonald, Alfred	Peterborough.
Morley, Chas	Huntsville.	McGeary, John J	Sundridge.
Moore, David Henry	Peterborough.	McDonald, Archibald W	Gilmour.
Murphy, John	Arnprior.	McCaw, John Gillen	Queensborough.
Matheson, Daniel	Chelmsford.	McCauley, Barney	Trenton.
Milne, William	Ethel.	McDougall, James T	Klock's Mills.
Mangan, Charles	Burk's Falls.	McInenly, Thomas	Quebec, Que.
Mooney, Lincoln	Orillia.	McBride, Archibald	Arnprior.
Mangan, John	Arnprior.	McFarlane, Robert L	Arnprior.
Mooney, Thomas	Kingston.	McGown, Wm	Parry Sound.
Mason, Robert T	Rochesterville.	McGown, Thomas	Parry Sound.
McPherson, James S	Rama.	McDermet, Patrick	South River.
McKinley, Edward C	Toronto.	McKay, Angus	South River.
McClelland, John	Parry Sound.	McDonald, A. J	Longford.
McFarlane, J. W	Cache Bay.	McInnes, Angus D	Gravenhurst.
McDonald, Roderick	Pembroke.	McKendry, Alexander	Waubashene.
McCormack, William	Pembroke.	McGuire, Timothy	North Bay.
Macpherson, John	Ottawa.	McGrath, John	Peterborough.
McEachern, John A	West Gravenhurst.	McWilliams, John Bannon	Peterborough.
McLeod, Dugald	Gravenhurst.	McCagherty, Patrick	Westmeath.
McClelland, R. H	Parry Sound.	McKendry, Daniel	Arnprior.
McEvoy, Frank	Campbellford.	Macdonald, D. F	Parry Sound.
McDermott, Peter	Orillia.	McManus, Thomas J	Renfrew.
McIlroy, John	Madoc.	Macfarlane, David R	Ottawa.
McNabb, Robert J	Parry Sound.	McColgan, Edward	Quyon, Que.
McFadden, James	Ottawa.	McMichael, Charles	North Seguin.
McIntosh, James G	Carleton Place.	McIlroy, Thomas Davis	Madoc.
McInnes, Hector D	Bracebridge.	McDonald, Wm. Henry	Trenton.
McKinnon, Malcolm	Bracebridge.	McGaw, William Thomas	Callendar.
McLean, Daniel	Bracebridge.	McMillan, L	Callendar.
McKinnon, Archie J	Bracebridge.	McDermott, John L	Orillia.
McKay, D. O	Baysville.	McDonald, Charles M	Pembroke.
McDonald, James	Parry Sound.	McPhee, Benjamin	Pembroke.
McPherson, Allan	Longford.	McGee, John Edward	Parry Sound.
McDonald, James P	French River.	Macfarlane, Mack	Arnprior.
McFarland, Joseph C	Port Severn.	MacCallum, Alexander	Braeside.
McNabb, Alexander	Thessalon.	MacCallum, Albert	Arnprior.
McGillivray, Archibald	Port Arthur.	McGonigal, John	Arnprior.
McGrane, Edward	Lindsay.	Newton, Frank	Gravenhurst.
McLeod, Donald, Jr	Keewatin.	Newburn, William	Parry Sound.
McDonald, Hector R	Thessalon.	Niblett, James	Arnprior.
McDougall, Duncan	Bracebridge.	Niblett, Robert	Osceola.
McNabb, Alexander D	Warren.	Newell, John H	Parry Harbor.
McCormack, John C	Sudbury.	Overend, George J	Longford Mills.
McNamara, John	Byng Inlet.	O'Brien, Andrew	Ottawa.
McGillivray, Duncan D	Algoma Mills.	O'Connor, John	Hintonburg.
McIntyre, Daniel A	Klock's Mills.	Oliver, Darcy	Wahnapiatae.
McNamara, Lewis	Klock's Mills.	O'Connor, William	Nosbonsing.
McDonald, Sidney C	Mattawa.	O'Neill, James W	North Bay.
McCool, Christopher L	Cartier.	O'Donnell, William	Penetanguishene.
McCallum, Donald	Arnprior.	Owens, Richard	Basin Depot.
McGregor, Duncan	Burnstown.	O'Reilly, Patrick	Cartier.
McLean, Peter W	Sand Point.	O'Neill, Mark	Renfrew.
McManus, John C	Arnprior.	Orrill, John	Trenton.
McNabb, Alexander	Arnprior.	Pomery, Peter	Trenton.
McFarlane, Alexander	Renfrew.	Perry, Pringle K	Byng Inlet North.
McFarlane, J. D	Stewartsville.	Purcell, William G	Ottawa.
McFarlane, Duncan	Renfrew.	Purvis, John	Parry Sound.
McKendry, Wm. B	Arnprior.	Porter, James	Uphill.
McPhee, Hugh	Renfrew.	Pearson, John James	Lindsay.
McPhee, John	Arnprior.	Paterson, John	Wahnapiatae.
McLachlin, Peter	Arnprior.	Paterson, Alexander	Orillia.
McLachlin, Alexander	Arnprior.		
Mackey, Edward	Arnprior.		

APPENDIX No. 35.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Paquette, Oliver.....	Webbwood.	Stewart, Daniel.....	Braeside.
Palmatser, Sherman.....	Gravenhurst.	Sheehan, Michael H.....	Waubashene.
Paget, George.....	Huntsville.	Scott, Thomas.....	Parry Sound.
Pounder, Joseph.....	Westmeath.	Smith, Lawrence.....	West Saginaw, Mich.
Pell, Richard D.....	Arnprior.	Shea, Stewart.....	Campbellford.
		Sullivan, John.....	Sudbury.
Richardson, Frederick George.	Trenton.	Sinclair, Finlay.....	Sudbury.
Richards, Richard.....	Tamworth.	Shiels, Henry F.....	Cartier.
Riddell, George Alexander.....	Rochesterville.	Smith, Gideon Ousley.....	Burk's Falls.
Richey, Evan.....	Brentwood.	Smith, John Wallis.....	Theford.
Randall, Louis G.....	French River.	Smith, Henry G.....	Arnprior.
Richardson, Charles Mervyn.....	Trenton.	Story, John A.....	Ottawa.
Rochester, Daniel Baillie.....	Ottawa.	Sweezy, Benjamin.....	Massey.
Riddell, James.....	Ottawa.	Sheppard, Charles H.....	Coldwater.
Rice, Asa A.....	Hull, Que.	Sinclair, Armon D.....	Arnprior.
Roberts, T. A.....	Huntsville.	Smith, Sidney E.....	Ottawa.
Ross, Andrew.....	Longford Mills.		
Rose, Donald M.....	Rat Portage.	Tait, Thomas B.....	Burk's Falls.
Rawson, Charles Edgar.....	Coldwater.	Taylor, C. M.....	Gravenhurst.
Rose, George.....	Waubashene.	Thornton, W. D.....	Longford Mills.
Roberts, Percy T.....	Keewatin.	Trussler, Gilbert.....	Trout Creek.
Ritchie, William D.....	Little Current.	Thompson, George S.....	Lindsay.
Ramsay, Robert.....	Arnprior.	Thomson, Frederick A. H.....	Callendar.
Ritchie, J. F.....	Arnprior.	Thomson, Francis Henry.....	Nosbonsing.
Ritter, Samuel G.....	Ah Mic Harbor.	Tuffy, John.....	Cartier.
Robinson, William.....	Bobcaygeon.	Train, A. C.....	Rowan Mills.
Reid, Joseph B.....	Lindsay.	Turgeon, George.....	Cook's Mills.
Ross, Walter M.....	Ottawa.	Thomson, Alexander W.....	Arnprior.
Ruttle, H. A.....	Carleton Place.	Taylor, Thomas G.....	Gravenhurst.
Richards, Benedict.....	Ottawa.	Tait, Ralph.....	Arnprior.
Regan, John.....	Orillia.	Train, William.....	Burk's Falls.
Russell, William.....	Pembroke.	Turner, Gavin F.....	North Bay.
Ramsay, Charles.....	Sudbury.	Tilson, Joseph.....	Burk's Falls.
Rankin, Anthony.....	Cache Bay.		
Ross, Angus.....	Orrville.	Udy, Dean.....	French River.
Robinson, Albert E.....	Washago.		
Robinson, Edward.....	Washago.	Vigrass, Percy J.....	Dufferin Bridge.
Robinson, Thomas G.....	Washago.	Vincent, Joseph.....	Warren.
		Vollin, Samuel.....	Nosbonsing.
Scanlan, William.....	Enterprise.	Vannier, Nelson Joseph.....	Bobcaygeon.
Sutherland, D. H.....	Gravenhurst.		
Spanner, John.....	Huntsville.	Watson, William.....	Huntsville.
Shier, James D.....	Bracebridge.	Webb, George W.....	Parry Sound.
Spooner, W. R.....	Katrine.	Wilcox, Thomas.....	Parry Sound.
Simpson, Alfred E.....	Wakefield.	Wheeler, J. A. McL.....	Tamworth.
Souliere, John B.....	Ottawa.	Ward, Joseph W.....	Ottawa.
Shiels, James A.....	Carleton Place.	Wilkinson, William.....	French River.
Spargo, George.....	Ottawa.	Waldie, John E.....	Victoria Harbor.
Smyth, W. H.....	Byng Inlet North.	Wigg, Thomas G.....	Thessalon.
Salmon, R. H.....	Baysville.	Wall, Patrick B.....	Cheboyan, Mich.
Salmon, Alexander C.....	Baysville.	Wells, John R.....	Little Current.
Stremer, A.....	Ottawa.	Whiteside, John.....	Huntsville.
Shields, Frank A.....	Parry Sound.	Watt, William.....	Peterborough.
Smyth, Job E.....	Cache Bay.	Wilson, George.....	Lindsay.
Sage, Nelson.....	Muskoka Mills.	White, Thomas.....	Parry Sound.
Shaw, Thomas B.....	Waubashene.	Watson, William.....	North Bay.
Swanston, James.....	Peterborough.	Weston, Frank R.....	Midland.
Simpson, William.....	Hall's Bridge.	White, James B.....	Manitowaning.
Sadler, Thomas.....	Lindsay.	Wilson, James A, Jr.....	Webbwood.
Smith, Patrick Albert.....	Norman.	Whaley, Thomas.....	Huntsville.
Snaith, William J.....	Mattawa.	Webster, William Alfred.....	Bracebridge.
Sinn, Wm. F.....	Arnprior.	Warrell, William.....	Trout Creek.
Serim, Robert.....	Arnprior.	Wims, Peter.....	Blessington.
Sharp, James A.....	Sudbury.	Wickware, Philip Almont.....	Cloyne.
Shanacy, Harry S.....	Cook's Mills.	Wilson, Edward.....	Dessaronto.
Smith, William.....	Ottawa.	Whelan, P. J.....	McDougall.

APPENDIX No. 35.—*Concluded.*

Name.	P. O. Address.	Name.	P. O. Address.
White, William James.....	Muskoka Falls.	Young, Samuel	Coldwater.
Warrell, George	Powassan.	Young, Patrick P	Young's Point.
Wells, George W	Little Current.	Yuill, Thomas.....	Arnprior.
Young, William	Severn Bridge.	Yuill, A. D	Braeside.
Young, A. J.....	Cache Bay.	Total	624

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1895.

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR

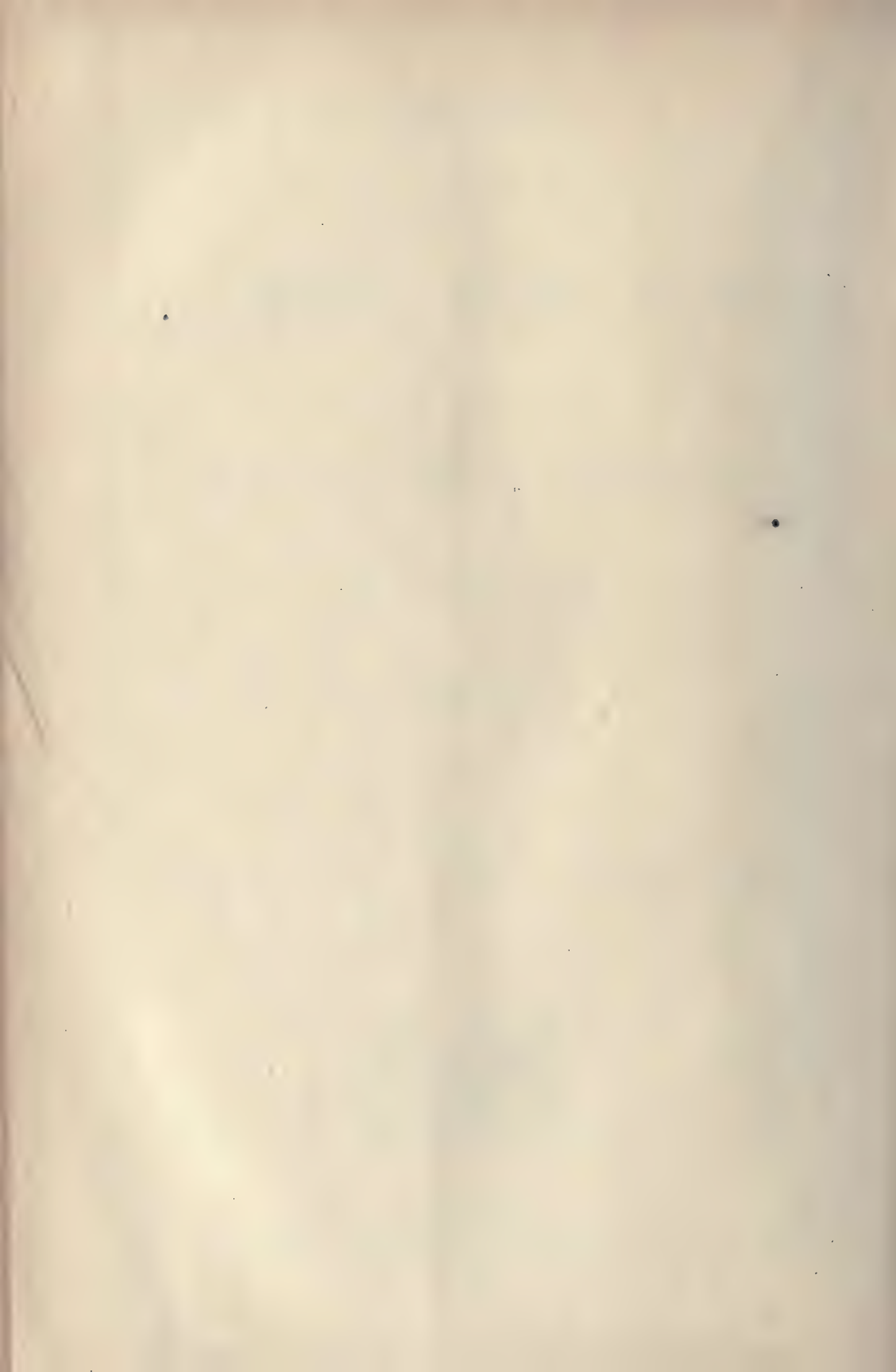
1896.

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1897.



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REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO
FOR THE YEAR 1896.

*To His Honor the Honorable GEORGE AIREY KIRKPATRICK,
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOR :

As required by law, I submit for the information of your Honor and the Legislative Assembly, a report of the management of the Crown Lands of the Province for the year ending 31st December, 1896.

CROWN LANDS.

The area of Crown Lands sold during the year was 49,471 acres, aggregating in value \$45,077.27. The collections on account of these and sales of former years amounted to \$44,303.26. There was also leased as mining lands under the leasing clauses of the Mines Act 13, 223 1-2 acres, on which, and on lands previously leased, rent amounting to \$46,940.09 was collected. The total collections therefore on account of Crown Lands were \$91,243.35. (See Appendix No. 3, page 5.)

The two new settlements at Temiscamingue and Dryden have made satisfactory progress during the year and considerable areas of land have been sold to actual settlers at both these places.

The mining industry of the Province is moving steadily forward, and there are signs that we are now on the eve of an era of great activity. During the past year twenty-nine mining companies were incorporated under the Ontario Letters Patent Act, while during the previous four years only twenty-four such companies were chartered.

The chief interest is being taken in gold mining, and the gold-bearing area of the Province is now shown to be very large. Numerous properties are in course of being prospected, with in most cases very satisfactory showing, but necessarily the opening of mines and milling of ores do not show as rapid advance as in industries which require less skill and capital for their development. Until the fall of 1895 only one mill of ten stamps was treating gold ores in the Province. Since then two mills of ten stamps have been working regularly, and four others with an aggregate of forty-five stamps at intervals, on ores of mines in process of development. A mill of twenty stamps is just about completed on the Seine river, and another in Hastings County for treating the refractory gold ores of that district by a new process will have a capacity of 75 tons per day. In 1893 the bullion production of the Province was 1,695 oz., valued at \$32,960; in 1894 it was 2,022 oz., valued at \$32,776; in 1895 it was 3,030 oz., valued at \$50,281, and in the year just closed it was 7,154 oz., valued at \$121,848.

Considerable iron ore was raised in the County of Hastings during 1896 for smelting at the blast furnace at Hamilton, which began to make pig iron at the beginning of the year. The Canadian Copper Company continued to be the chief producer of nickel and copper from its mines at and near Copper Cliff, in the Sudbury region, and its operations were carried on upon their usually large scale. The demand for mining lands, particularly those supposed to contain gold, has been very active during the last three months of the year, and as most of the applications were for unsurveyed lands, necessitating surveys, the filing of plans and the laying down of the applications on the office maps, the work of the surveys branch of the Department has been very much congested.

CLERGY LANDS.

The area of these lands sold during the year was 1,289 acres, aggregating in value \$1,329.50. The amount collected on account of these and former sales was \$4,201.57. (See Appendix No. 3, page 5.)

COMMON SCHOOL LANDS.

The area of these lands sold during the year was 5 3-10 acres, aggregating in value \$78. The collections on account of these and former sales amounted to \$12,814.67. (See Appendix No. 3, page 5.)

GRAMMAR SCHOOL LANDS.

The area of these lands sold during the year was 200 acres, aggregating in value \$205. The collections on account of these and former sales amounted to \$2,004.23. (See Appendix No. 3, page 5.)

RAILWAY LANDS.

Under Railway Aid Act of 1889, 52 Vict. c. 35, 792 $\frac{1}{2}$ acres were sold, aggregating in value \$806.70. The collections were \$766.70. (See Appendix No. 3 page 5.)

COLLECTIONS AND REVENUE.

The total collections of the Department on account of all sources of revenue were \$925,262.93. (See Appendix No. 4, page 6.)

DISBURSEMENTS.

The total disbursements of the Department on account of ordinary services and expenditure were \$253,511.92. (See Appendix No. 6, page 8). In addition to this there were special votes for the running of the diamond drill, colonization pamphlets, Pigeon river slide and dam and colonization house at Lake Temiscamingue, amounting to \$3,429.87 (See Appendix No. 7, page 20.)

WOODS AND FORESTS.

The total revenue from Woods and Forests for the year 1896 amounted to \$812,421.78. Of this \$45,520 was on account of bonuses and \$54,457.91 on account of ground rent, leaving the net revenue from timber dues, etc., to be \$712,443.87. (See Appendix No. 8, page 21.)

The lumber trade has now been in a more or less depressed condition for a period of four years. The year 1892 was a very prosperous one, trade being active and prices remunerative, but early in 1893 serious financial stringency set in in the United States; money became scarce and credit was shaken. Under this state of affairs Canadian lumbermen prepared themselves to hold their logs and lumber, preferring to carry them rather than to part with their property on doubtful security. Fortunately their credit enabled them to do this, and thus, although sales fell off considerably, there was no break in prices. Towards the end of 1893 a slight reaction took place and it seemed as though confidence were returning and that 1894 would see the end of the depression. This expectation however was not realized, for in 1894 instead of growing better the position became aggravated, building operations fell off largely in the United States and Canada, with a consequent decrease in the demand for lumber, although the position so far as Canadian mill owners were concerned was relieved to some extent by the abrogation of the duty on Canadian lumber passing into the United States. During 1895 the depression deepened and enormous stocks accumulated in the hands of the makers and wholesale dealers, more particularly of the coarser grades of lumber, and towards the end of the year a sharp break in prices took place.

The year 1896 opened without much hope of improvement in the sawn lumber trade, being election year in the United States during which there always prevails an unsettled state of business. The situation was still further unfavorably affected by the money question, in which bimetalism versus gold standard was thrown into the already seething caldron of presidential politics. It will therefore be understood how with failing demand, financial stringency, overstocked markets and "financial heresy" rampant, not only the lumber trade but all other industries and trades in the United States were demoralized, and as our principal market for sawn lumber is found in that country, the state of affairs prevailing there seriously affected us. There was a general expectation that as soon as the Presidential election was over, should the Republicans obtain power, a marked

improvement in the lumber trade, as well as in business generally, would set in, and preparations were made to take advantage of the good times by taking out large stocks of logs, the output of Ontario last winter (1895-96) being the largest in the history of the Province. The expected change however did not come about, for notwithstanding the success of the Republican party and the nation's declaration in favor of "sound money," the lumber trade, and indeed all other trades, have remained in a depressed condition, and the position has been further complicated by an agitation which has recently sprung up in favor of the re-imposition of a duty on Canadian lumber passing into the United States, and until this agitation has culminated in one way or the other the state of affairs must remain unsettled.

The bright side of the lumber business, so far as Canada is concerned, is the steady growth of the demand from England and other European markets for our timber and deals. Each year shows an improvement in this demand, and it may be confidently predicted that should a duty be imposed upon Canadian lumber going into the United States our lumbermen will in a short time be able to adapt themselves to the situation by finding other markets equally profitable. The square timber trade is in a healthy condition and a larger quantity of square and waney timber will be taken out this winter than has been the case for some years. Those engaged in sawlogging operations have endeavoured to relieve the situation by reducing their output, and from present appearances there will be a smaller quantity of logs taken out this winter than for some years.

It is expected that two, if not three, large mills will be erected during the coming summer by parties who have previously exported their logs to be sawn in Michigan.

FIRE RANGING.

The gross expenditure on account of this service by licensees and the Department was \$47,719.90. of this amount \$16,323 was composed of balances from the year 1895 the accounts for which were not received in time to be checked and paid in that year. The expenditure on account of 1896 was \$31,396.90. Of this amount \$1,969.90 was on account of fire ranging on the lands of the Crown, leaving the expenditure on licensed lands to be \$30,429. The net expenditure of the Department on account of balances of 1895, proportion on Crown lands and its share of the 1896 ranging amounted to \$23,674.78.

The number of license holders having rangers employed was 60 and they had 160 rangers on duty.

There have been very few serious fires where the fire ranging system has been in organized operation. On licensed lands, which are supervised carefully, while there has been a considerable number of fires, none of them attained any serious proportions owing to there being men on the spot ready and organized to suppress them. The licensees all report favorably as to the benefits which they derive from the system, and are anxious for its continuance and extension. The expenditure on account of the service is considerably larger than usual, but a large proportion is, as already stated, for accounts which properly belonged to the season of 1895 but were not received in time to be paid in that year. During the year three serious fires occurred on Crown lands, one

in the vicinity of Lake Wahnapiatae, where three or four million feet were reported damaged, and two in the neighborhood of Biscotasing on the main line of the O. P. R. The quantity damaged at Wahnapiatae was not large, and it was disposed of by tender to the highest bidder, so that the timber might be taken out this winter and not go to waste. The two fires at Biscotasing were more serious in their character. One occurred in the month of May and the other later on, in the month of August. A large quantity of timber was badly damaged by these two fires, which was estimated in the first place at sixty-one million feet, but later reports would seem to indicate that the quantity damaged is very much less than was supposed. Tenders were invited for the timber that was so badly damaged as to require its being cut this year, and the timber is now in process of being cut. That portion of it which was burnt early in the season in the month of May is found to be very seriously damaged by the grubs. So many opinions prevailed as to the cause of these fires that it was deemed expedient to issue a Royal Commission to enquire into the matter, which held sittings and took evidence in the region where the fires occurred.

It has become evident that if the Crown domain is to be protected from forest fires some organized system of fire ranging will have to be put in force on the unlicensed territory similar to that which is in operation on the licensed lands. Owing to the excitement which now prevails in connection with gold mining and to the wide area over which the precious metal has been found to exist there will scarcely be a corner of the newer parts of the Province in which the explorer will not be plying his vocation during the coming summer. Explorers, like others, are good or bad, careful or careless, and as they continually use fire for cooking, keeping off flies, lighting their pipes, etc., the danger to the forest areas will be considerably increased. Every precaution possible has been taken to keep explorers out of the pine areas. Notices have been posted in the Rainy River District warning them not to survey or attempt to take up as mining lands areas which are covered with pine timber, and the surveyors have been instructed not to survey in pine areas. But notwithstanding all this it is found that explorers pay little attention to these regulations and notices, where they have reason to believe there is a prospect of finding gold. Nothing short of an active surveillance of the pine areas by a staff of fire rangers will have any deterring effect in preventing explorers entering upon pine lands in the prosecution of their search for gold. There is a large area of pine territory in an exposed position in the Rainy River District which ought to be carefully guarded during the coming summer, and in the territory north and east of Wahnapiatae, there is understood to be an immense body of pine timber which ought to have some supervision with the object of preventing its being damaged by fire.

FISHERIES.

One additional overseer has been appointed since my last report. The reports received from the various overseers show that the law respecting fisheries is fairly well observed. The revenue from permits, etc., was \$504.00. A list of the overseers, with their post-office addresses, etc., is given in Appendix No. 11, page 28.

FREE GRANTS.

There are 161 townships open for location under the Free Grants and Homesteads Act, two townships, Carpenter and Dobie, in the District of Rainy River, having been added since my last report. During last year 725 locations were made on 95,476 acres of land, and 50 locatees purchased 1,781 acres; 271 patents were issued to locatees. (See Appendix No. 10, page 24.)

CROWN SURVEYS.

The following surveys of townships have been carried out this year :

In the District of Muskoka, the residue of the township of Freeman has been subdivided into lots of 100 acres each; in the District of Nipissing the township of Airy has been subdivided into lots of 100 acres each; and the townships of Macpherson, Falconer and Martland into lots of 320 acres each. In the district of Algoma the townships of Harrow, Curtis, and parts of Tupper and Archibald has been subdivided into lots of 320 acres each; in the district of Rainy River the townships of Eton and Rugby, near Wabigoon on the line of the Canadian Pacific railway, have been subdivided into lots of 320 acres each; the meridian line between the districts of Nipissing and Algoma has been run north from the intersection of O. L. S. Proudfoot's base line with said district line, a distance of 102 miles. In the district of Rainy River the survey along the line of the Canadian Pacific railway, whereby a system of base lines has been laid down for future reference, which has been prosecuted for several years, has been continued.

A small town plot has been laid out near Wabigoon called Dryden. The town plot of Hilton on St. Joseph's Island has been reposted, and several minor surveys have been performed during the year.

The returns of the above named surveys have been received in the office, examined, and closed. The particulars of the surveys will be found in Appendices Nos. 16 and 17, pages 33 and 34.

MUNICIPAL SURVEYS.

The Department has during the year, on the petitions of the municipal council of the township of Ekfrid, issued instructions for survey of the road allowance between the second range north of Longwoods road and the first Concession of Ekfrid, across lot No. 1; and during the year municipal surveys in the township of St. Vincent and in the township of Vespra have been confirmed.

The particulars relating to these surveys will be found in Appendices Nos. 14 and 15, pages 31 and 32.

MINING AND OTHER SURVEYS.

The Mines Act, 1892, requires that applicants to purchase or lease mining lands in unsurveyed territory shall file surveyor's plans, field notes and descriptions by metes and bounds, of their locations, in this Department before any sale or lease is carried out.

Under Orders in-Council of dates January 23rd, 1892, December 3rd, 1892, and September 22nd, 1893, applicants to purchase islands or locations in the districts of Thunder Bay or Rainy River for agricultural purposes in unsurveyed territory are required to file surveyor's plans, field notes and descriptions, by metes and bounds, together with the necessary affidavits, of their locations, which are required to be of the form and size, wherever practicable, prescribed by the Mines Act, 1892.

Under these regulations a number of applicants in the districts of Algoma, Thunder Bay and Rainy River have filed plans, etc., and an area of 9,701 acres has been sold and patented to them, for which \$19,307.05 has been received; and an area of 12,795 acres has been leased at \$1 per acre for the first year's rental.

COLONIZATION ROADS.

The work done during the year was as follows: Miles of new road constructed, 190; miles of road repaired, 558½; bridges erected, 28, and many others repaired. The work done was carefully inspected and reported to be of a satisfactory and substantial character.

The net expenditure was \$102,719.24, the details of which are given in the Superintendent's Report, Appendix No. 27, page 51.

Respectfully submitted,

J. M. GIBSON,

Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1896.

APPENDICES.

APPENDIX NO 1.

RETURN of Officers and Clerks, in the Department of Crown Lands, for the year 1896.

Branch.	Name.	Designation.	When appointed.	Salary per annum.	Remarks.
				\$ c.	
Sales and Free Grants	Hon. A. S. Hardy ..	Commissioner	1889, January 19th.....	4,000 00	Sworn in as Attorney- General, 14th July, '96.
	Hon. J. M. Gibson ..	Commissioner	1896, July 21st	4,000 00	
	Aubrey White.....	Assistant Commissioner	1882, January 1st.....	2,800 00	
	Geo. Kennedy	Law Clerk	1872, February 1st.....	2,000 00	
	A. Kirkwood.....	Chief Clerk	1854, March 21st	1,900 00	
{	J. J. Murphy	Clerk in charge of Free Grants	1872, May 1st	1,450 00	
	Julian Sale	Clerk	1871, August 5th	950 00	
	E. S. Williamson ..	"	1889, May 1st	900 00	
	J. J. Kelly	"	1888, March 19th	900 00	
	G. B. Kirkpatrick...	Director of Surveys	1866, January 30th	2,000 00	
Surveys, Patents and Roads	W. Revell	Clerk	1871, October 2nd	1,300 00	Died, May, 1896.
	W. F. Lewis	"	1872, February 5th	1,000 00	
	J. M. Grant	Chief Clerk of Patents	1860, May 15th	1,400 00	
	C. S. Jones	"	1890, May 22nd	1,550 00	
	Pedro Alma	Clerk	1871, August 1st	1,250 00	
{	Henry Smith	Superintendent, Colonization Roads	1881, January 1st.....	1,900 00	
	C. Cashman	Clerk	1872, September 1st.	1,150 00	
	J. H. Bradshaw.....	"	1884, June 1st	850 00	
	I. A. G. Crozier	Chief Clerk	1867, December 1st	1,750 00	
	Theo. C. Taylor	Clerk	1888, August 1st	1,400 00	
Woods and Forests	H. R. Hardy	"	1884, November 1st.....	1,100 00	
	Kenneth Miller	"	1891, November 1st.....	1,000 00	
	Alex. McFaren	"	1890, May 22nd	850 00	
	John Durkin	"	1893, November 15th.....	1,000 00	
	Henry Cartwright...	"	1893, October 1st	800 00	

APPENDIX NO 1.—*Concluded.*

Return of Officers and Clerks, in the Department of Crown Lands, for the year 1896.

Branch.	Name.	Designation.	When appointed.	Salary per annum.	Remarks.
Accounts	D. G. Ross	Accountant	1861, April 15th	\$ 1,800 00	
	E. Leigh	Clerk	1873, December 20th	1,200 00	
	M. J. Ferris	"	1892, April 1st	907 00	
	C. P. Higgins	"	1893, July 1st	1,100 00	
	A. P. Hillard	"	1896, April 9th	360 00	Half time.
	F. Yeigh	Registrar	1880, March 1st	1,500 00	
Forestry	Thomas Southworth	Inspector	1895, April 17th	1,500 00	
Bureau of Mines	A. Blue	Director of Mines	1891, May 8th	2,500 00	
	T. W. Gitson	Secretary and Shorthand Writer	1891, June 19th	1,450 00	
	A. Slaght	Inspector	1890, April 18th	750 00	
	A. P. Coleman	Geologist and Mineralogist	1891, January 1st	500 00	
	F. Frank	Messenger and Caretaker	1886, December 1st	450 00	
	W. R. Ledger	Clerk and caretaker in charge of Department Offices	1894, February 15th	600 00	

D. GEO. ROSS,
Accountant.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1896.

APPENDIX NO. 2.

List of Crown Lands Agents for 1896.

Name.	District or County.	Date of Appointment.	Salary per annum.	Remarks.
Anna, A. Ellsworth.	Part of District of Rainy River.	1895, November 28th.	\$ c.	Acting.
Armstrong, John.	Lake Temiscamingue, District of Nipissing.	1893, October 27th.	100 00	
Best, S. G.	Part of Parry Sound District.	1893, March 23rd.	500 00	
Bishop, H. E.	" Muskokaville.	1895, March 23rd.	500 00	
Campbell, A.	" Rainy River District.	1891, May 8th.	100 00	Without salary.
Chapman, E. A.	District of Rainy River.	1891, September 23rd.	400 00	Dismissed 7th February, 1896.
Cockburn, J. D.	Nipissing District.	1884, May 21st.	500 00	Agent for Sale of Lands.
Eastland, T. G.	Part of County of Peterborough.	1896, July 10th.	250 00	
Gilligan, B. J.	" Nipissing District.	1884, March 26th.	500 00	
Hamilton, G.	St. Joseph's Island.	1890, September 20th.	200 00	
Handy, E.	Part of Parry Sound District.	1879, January 3rd.	500 00	
Harley, Wm.	" Victoria.	1895, November 28th.	350 00	
Hollands, C. J.	Town plot of Alberton.	1892, October 12th.	300 00	
Kirk, W.	Part of District of Muskoka.	1892, July 28th.	500 00	
MacKay, T.	" Parry Sound District.	1881, December 5th.	500 00	
Macpherson, R.	" Frontenac.	1871, July 18th.	250 00	
Marsh, R. J. F.	" Rainy River District.	1891, May 8th.	200 00	Agent for Sale of Lands.
McDonald, D. G.	" Algoma District.	1888, December 3rd.	500 00	Agent for Sale of Lands.
Nichols, W. L.	" "	1885, August 27th.	200 00	
Patton, W. H.	" Town plot of Killarney.	1895, March 2nd.	Commission.	
Reeves, J.	" Nipissing District.	1872, February 12th.	300 00	
Ratfan, J. F.	" Thunder Bay District.	1889, May 15th.	250 00	Agent for Sale of Lands.
Ryan, T. J.	" Algoma District.	1888, June 15th.	400 00	
Scarlett, J. S.	" Parry Sound District.	1889, June 17th.	500 00	
Stephenson, Wm.	" Rainy River District.	1896, June 6th.	200 00	
Stewart, C. R.	" Hastings and Peterborough.	1882, May 1st.	500 00	
Stewart, James.	" Renfrew.	1891, September 26th.	300 00	
Tait, J. R.	" Hastings.	1891, May 23th.	500 00	
Turner, Wm.	" Algoma District.	1892, October 5th.	200 00	
Whelan, J.	" Renfrew.	1884, September 19th.	300 00	
Wilson, W.	" Rainy River District.	1891, June 19th.	200 00	Deceased, 1895, 11th November.
Wood, Amos W.	" Frontenac and Adlington.	1892, December.	100 00	

D. GEO. ROSS,

Accountant.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT CROWN LANDS.

TORONTO, 31st December, 1896.

APPENDIX NO. 3.

STATEMENT of Lands Sold and Leased, Amount of Sales, and Amount of Collections on Sales and Leases for the year 1896.

Service.	Acres sold and leased.	Amount of sales	Amount
		and leases.	collected on sales and leases.
		\$ c.	\$ c.
Railway Lands.....	792 $\frac{1}{2}$	806 70	766 70
Crown Lands.....	49,471	45,077 27	44,303 26
Clergy Lands.....	1,289	1,329 50	4,201 57
Common School Lands.....	5 $\frac{3}{16}$	78 00	12,814 67
Grammar School Lands.....	200	205 00	2,004 23
Rent.....	13,223 $\frac{1}{2}$	.....	46,940 09
Total.....	64,981 $\frac{1}{2}$	47,496 47	111,030 52

AUBREY WHITE,

Assistant Commissioner.

D. GEO. ROSS,

Accountant.

DEPARTMENT OF CROWN LANDS,

Toronto, 31st December, 1896.

APPENDIX NO. 4.

STATEMENT of the Revenue of the Department of Crown Lands for the year 1896.

Service.	\$ c.	\$ c.
<i>Land Collections :</i>		
Railway Lands.....	768 70	
Crown Lands.....	41,303 26	
Clergy Lands.....	4,201 57	
Common School Lands	12,814 67	
Grammar School Lands.....	2,004 23	
Rent.	46,940 09	111,030 52
<i>Woods and Forests :</i>		
Timber dues	712,443 87	
Ground rent	54,457 91	
Bonus.....	45,520 00	812,421 78
Casual fees	487 92	
Cullers' fees.....	148 00	
Fishery licenses	504 00	
Rondeau Park.....	71 40	
Algonquin Park.....	199 34	1,410 66
<i>Expenditure Refund :</i>		
Surveys.....		399 97
		925,262 93

AUBREY WHITE,
Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1896.

APPENDIX NO. 5.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1896,
which are considered as special funds.

Service.	\$ c.	\$ c.
<i>Clergy Lands:</i>		
Principal	2,279 36	
Interest	1,922 21	4,201 57
<i>Common School Lands:</i>		
Principal	5,175 78	
Interest	7,638 89	12,814 67
<i>Grammar School Lands:</i>		
Principal	962 73	
Interest	1,041 50	2,004 23
<i>Railway Lands:</i>		
Principal	765 70	
Interest ..	13 00	778 70
		19,799 17

AUBREY WHITE,

Assistant Commissioner.

D. GEO. ROSS,

Accountant.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1896.

APPENDIX No. 6.

STATEMENT of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES.			
<i>Land.</i>			
Annis, A. E.	100 00		
Armstrong, J.	500 00		
Best, S. G.	500 00		
Campbell, A.	50 00		
Cockburn, J. D.	500 00		
Chapman, E. A.	107 75		
Eastland, T. G.	56 85		
Gilligan, B. J.	500 00		
Hamilton, Geo.	200 00		
Handy, E.	500 00		
Hartle, Wm.	350 00		
Hollands, C. J.	300 00		
Kirk, W.	500 00		
Mackay, T.	500 00		
Macpherson, R.	250 00		
Marsh, R. J.	200 00		
McDonald, D. G.	500 00		
Nichols, W. L.	200 00		
Patton, W. H.	25 00		
Reeves, J.	300 00		
Ruttan, J. F.	250 00		
Ryan, T. J.	400 00		
Scarlett, J. S.	500 00		
Stephenson, Wm.	113 70		
Stewart, C. R.	500 00		
Stewart, James.	300 00		
Tait, J. R.	500 00		
Turner, Wm.	200 00		
Whelan, Jno.	300 00		
Wilson, Wm.	100 00		
Wood, A. W.	100 00		
		9,403 30	
<i>Timber.</i>			
Campbell, P. C.	1,600 00		
Garrow, E.	1,671 63		
Halliday, F.	1,567 74		
Landry, J. P.	100 00		
Margach, Wm.	1,600 00		
Munro, H.	1,200 00		
Macdonald, D. F.	133 00		
McWilliams, J. B.	2,462 95		
		10,335 32	
AGENTS' DISBURSEMENTS.			
<i>Land.</i>			
Annis, A. E.	19 00		
Armstrong, J.	43 73		
Cockburn, J. D.	14 28		
Fielding, W.	5 96		
Handy, E.	9 89		
Hollands, C. J.	12 65		
Kirk, Wm.	16 96		
Carried forward.	122 47	19,738 62	

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>	122 47	19,738 62	.....
<i>AGENTS' DISBURSEMENTS.—Continued.</i>			
<i>Land.—Continued.</i>			
Mackay, T.	6 42		
Marsh, R. J. F.	5 85		
Nichols, W. L.	19 78		
Patton, H. W.	98		
Ruttan, J. F.	7 50		
Ryan, T. J.	30 50		
Stephenson, Wm.	5 41		
Stewart, C. R.	5 90		
Stewart, James	12 68		
Whelan, John.	4 58		
Wood, A. W.	11 88		
		233 95	
<i>Timber.</i>			
Campbell, P. C.	692 13		
Garrow, E.	118 78		
Halliday, F.	250 00		
Margach, Wm.	687 14		
Munro, H.	136 20		
Macdonald, D. F.	55 17		
McWilliams, J. B.	951 33		
		2,890 75	
<i>Miscellaneous.</i>			
Amos, D., caretaking of Loughboro Islands.	20 00		
Belding, A. W., inspecting	160 70		
Black, Jno., do	5 00		
Cameron, Wm., do	10 00		
Davis, S., caretaking Leonard Islands	20 00		
Doran, J., inspecting	5 00		
Jackson, D., do	2 00		
Jones, C. S., travelling expenses	65 50		
Margach, M., services	100 00		
Sills, E. G., inspecting	5 00		
Taylor, T. C., travelling expenses	115 00		
White, A., do	10 00		
Walker, T. A., inspecting	6 50		
Watters, T., do	3 00		
		527 70	
			23,391 02
<i>CROWN TIMBER OFFICE, OTTAWA.</i>			
Darby, E. J., acting agent	1,200 00		
Larose, S. C., clerk	900 00		
Rainboth, E. J., surveyor	200 00		
		2,300 00	
Disbursements		732 37	
			3,032 37
<i>Carried forward</i>			26,423 39

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			26,423 39
CROWN TIMBER OFFICE, QUEBEC.			
Nicholson, B., agent.....	1,400 00		
Harney, Thomas, caretaker and messenger	100 00		
Disbursements.....		1,500 00 546 96	2,046 96
FISHERY SERVICE.			
<i>Salaries of Overseers.</i>			
Armstrong, John	50 00		
Bilton, Geo	75 00		
Bole, Duncan	100 00		
Clark, N	50 00		
Emmons, J	50 00		
Huntingdon, S. H	100 00		
Johnson, J. A	200 00		
Little, Jno. T	50 00		
May, D	50 00		
Moore, F. J. M	75 00		
Moran, A	50 00		
McCann, P	50 00		
McKewen, S. R	50 00		
McKirdy, W	100 00		
McComber, A	136 50		
Noquay, Thos	2 62		
Seidewand, G. E	50 00		
Sliter, A. E	50 00		
Sly, Lester	50 00		
Smith, R. R	50 00		
Willmott, H. J	50 00		
Whelan, James	50 00		
		1,489 12	
<i>Disbursements of Overseers.</i>			
Johnson, J. A	63 50		
McComber, A	5 40		
		68 90	
			1,558 02
WOOD RANGING AND INSPECTION OF TIMBER LANDS.			
Bremner, J. L		1,065 05	
Bird, John M		185 87	
Brady, John		1,100 00	
Belding, A. W		907 56	
Beebe, W. A		29 00	
Clegg, Sam'l		579 00	
Christie, W. P		866 65	
Cochrane, Geo		81 62	
Devine, Wm		36 00	
Fraser, D		471 25	
Ferguson, Geo. A		266 00	
<i>Carried forward</i>			30,028 37

APPENDIX No. 6.—Continued.

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>						30,028 37
WOOD-RANGING AND INSPECTION OF TIMBER LANDS.—Continued.						
Gladman, G. G.....			34	52		
Gardner, John.....			32	00		
Halliday, F.....			331	00		
Hall day, James.....			1,070	00		
Henderson, Chas.....			1,378	40		
Hurd, Edw.....			219	05		
Johnson, S. M.....			1,804	76		
Johnson, J. A.....			55	00		
Johnson & Beveridge.....			22	80		
Kennedy, John.....			1,101	70		
Kearney, W. J.....			175	97		
Lewis, Clifford.....			1	00		
Mooney, Thos.....			279	76		
Malone, W. P.....			6	58		
Moore, D. H.....			1,598	90		
Margach, Wm.....			660	00		
Matrice, John.....			16	80		
McGown, Wm.....			1,440	50		
McGown, T.....			343	00		
McDougall, D.....			399	40		
McCogherty, P.....			1,157	00		
McDonald, D. F.....			262	00		
McCamus, Thos.....			16	80		
McKelvie, A.....			31	30		
Purvis, J.....			666	78		
Paget, Geo.....			1,419	90		
Pardee, J. B.....			702	50		
Quinn, Wm.....			303	00		
Regan, John.....			1,452	37		
Robinson, Wm.....			1,301	83		
Robertson, W. H.....			110	00		
Russell, Wm.....			1,844	91		
Sullivan, John.....			1,448	00		
Sinclair, F.....			1,128	00		
Sinclair, A. G.....			42	00		
Swanston, Jas.....			66	50		
Smith, J. W.....			1,276	30		
White, J. B.....			1,120	00		
Wigg, Thos. W.....			1,098	00		
Wickens, A. E.....			21	00		
Williams, G. A.....			126	00		
Waugh, Wm.....			16	80		
Waugh, Thos.....			16	80		
						32,808 16
FIRE RANGING.						
Alexander, Samuel.....	1895		27	00		
Aymor, James.....	1895		58	00		
Aikins, George.....	1895	40 00				
do.....		115 00				
					155 00	
Ayotte, Louis.....					50 00	
Argue, Wm.....					118 00	
Aylward, James.....		74 00				
Disbursements.....		375 00				
					77 75	
<i>Carried forward</i>						62,836 53

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>					62,836	53
FIRE RANGING. —Continued.						
Aussaint, Toussaint.....			104	00		
Airhart, Asel.....			56	00		
Austin, Charles.....			79	00		
Armstrong, Edward.....			131	00		
Brash, Robt..... 1895			194	00		
Brewer, Charles..... 1895	124	00				
do.....	112	00				
			236	00		
Blackwell, Wm.....			122	00		
Bowland, A. G..... 1895	125	00				
do.....	131	00				
			256	00		
Bowland, Wm..... 1895	130	00				
do.....	124	00				
Disbursements.....	107	06				
			361	06		
Brown, Hugh R.....			119	00		
Buffet, George..... 1895						
Disbursements.....			35	81		
Bromley, Thos.....			103	75		
Brannon, Samuel.....			98	00		
Berlanquette, Jules.....			112	00		
Buchan, H. F.....			113	00		
Bell, Eloyd.....			79	00		
Bowland, J. J.....			129	00		
Bartlett, G. W.....			131	00		
Cole, John..... 1895	27	00				
do.....	129	00				
Disbursements..... 1895	20	25				
			176	25		
Costello, Frank..... 1895			107	00		
Costello, Simon..... 1895			112	00		
Cole, George.....			140	00		
Cameron, John..... 1895	30	00				
do.....	41	50				
			71	50		
Coghlan, Thomas..... 1895			118	00		
Cardiff, G. M..... 1895	73	00				
do.....	106	00				
			179	00		
Campbell, James..... 1895						
do disbursements.....	233	25				
do.....	127	00				
			360	25		
Christie, W. P.....			360	00		
Chapman, C. N.....			238	00		
Carlin, Thos.....			88	00		
Cunningham, Thos.....			115	00		
Crombie, John.....			118	00		
Cochrane, John.....	103	00				
Disbursements.....	53	75				
			161	75		
Cousins, Thos.....	42	00				
Disbursements.....	150	00				
			43	50		
Carscadden, Joseph.....			99	00		
Crawford, James.....	66	00				
Disbursements.....	2	50				
			68	50		
<i>Carried forward</i>					62,836	53

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>					62,836	53
<i>FIRE RANGING.—Continued.</i>						
			131	00		
Durrin, Edward..... 1895						
Driver, Joseph..... 1895	131	00				
do.....	121	00				
Disbursements.....	6	00				
			258	00		
Dupont, A. P..... 1895	89	00				
do.....	39	00				
			178	00		
Dubeault, John..... 1895	118	00				
Disbursements.....	66	60				
			184	60		
Devenny, Chas. E..... 1895	129	00				
do.....	126	00				
			255	00		
Dukuse, Wm..... 1894			25	00		
Dubois, Louis..... 1895			130	00		
Douglas, John.....			22	00		
Drumm, Patrick.....	131	00				
Disbursements.....	128	38				
			259	38		
Davies, John.....			59	00		
Dufond, Ignace.....			112	00		
Daley, Patrick.....			93	00		
Dawkins, John.....	131	00				
Disbursements.....	9	60				
			140	00		
Etanski, John.....	131	00				
Disbursements.....	2	50				
			133	50		
Eddy, A.....			131	00		
Evers, Julius.....			62	30		
Eagle, Sidney.....			121	00		
French, John..... 1895	131	00				
Disbursements..... 1895	47	25				
French, John.....	131	00				
			309	25		
Fry, James..... 1895			60	00		
Fraser, W. A..... 1895			101	00		
French, Charles.....	183	00				
Disbursements.....	1	50				
			184	50		
Finlayson, John H.....			124	00		
Fairhall, Edward.....			119	00		
Grawberger, Thos..... 1895	118	00				
do.....	131	00				
			249	00		
Green, W. H..... 1895						
Gunn, John..... 1895	69	00				
Disbursements.....	58	58				
Gunn, John.....	131	00				
			258	58		
Gougeon, Arsene..... 1895			129	00		
Grozelle, A. D.....			121	00		
Green, Norman.....	27	50				
Disbursements.....	10	50				
			38	00		
Gouldie, J. S.....			112	00		
<i>Carried forward</i>					62,836	53

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>					62,836	53
<i>FIRE RANGING.—Continued.</i>						
Gunter, H. M.....			120	50		
Haystead, John..... 1896			62	00		
Hurst, Harry..... 1895			106	00		
Hicks, J. S.....			76	50		
Humphreys, Thos. W..... 1895	126	00				
do.....	110	00				
			236	00		
Haskin, Wm..... 1895	118	00				
do.....	131	00				
			249	00		
Haley, Cornelius.....	131	00				
do..... 1895	118	00				
Disbursements.....	1	50				
			250	50		
Hoff, J. S. Morris.....			127	00		
Harvie, Andrew.....			99	00		
Higgins, John.....			99	00		
Johnson, R. W.....	131	00				
Disbursements.....	35	25				
			166	25		
Kelly, Jeremiah..... 1895	97	00				
do.....	90	00				
			187	00		
Kearns, Geo.....			119	00		
Kearney, Dennis..... 1895			87	00		
Kisick, Robert.....			105	00		
Kennedy, Robert.....	39	00				
Disbursements.....	5	63				
			44	63		
Kirby, John.....	26	00				
Disbursements.....	1	45				
			27	45		
Lougheed, Wm.....			39	50		
Lamyre, Mildy..... 1895	69	00				
do.....	87	00				
Disbursements.....	32	25				
			188	25		
Lynch, John..... 1895			84	00		
Lyle, James..... 1895			106	00		
Latour, Alfred..... 1895	118	00				
do.....	131	00				
			249	00		
Logan, Hugh..... 1895	69	00				
do.....	130	00				
			199	00		
LeBrash, James..... 1895	111	00				
do.....	106	00				
Disbursements.....	3	45				
			220	45		
Langevin, Joseph.....			102	00		
Long, H. E.....			105	00		
Lalond, J.....			118	00		
Maxwell, John..... 1895	51	50				
do.....	49	00				
			100	50		
Maher, P..... 1895			118	00		
Margach, Wm.....			150	00		
Munroe, J. H..... 1895	118	00				
<i>Carried forward</i>					62,836	53

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>					62,836	53
<i>FIRE RANGING.—Continued.</i>						
Disbursements 1895	19	13				
Munroe, J. H.	110	00				
Disbursements	12	75				
May, Wm.	131	00	259	88		
Disbursements	18	60				
Macdonald, D. F.			149	00		
Mullen, A. S.			270	00		
Matre, Eli.			50	00		
Marquette, Chas. F.	127	00	131	00		
Disbursements	5	50				
Malloy, John.			132	50		
Mannering, Richard.			15	00		
Maves, Wm.			118	00		
Maloney, John.	104	00	109	00		
Disbursements	9	00				
McConkey, Robert 1895			113	00		
McKeown, Michael 1895			6	00		
McIntosh, Murdock ..			33	00		
McCreight, John.	126	00	72	00		
do	132	00				
Disbursements	18	12				
McDermitt, Patrick 1895	131	00	276	12		
do	130	00				
Disbursements	36	00				
McMaster, Wm.	117	06	297	00		
Disbursements	65					
McDermitt, Edward.	131	00	117	65		
Disbursements	3	00				
McIntosh, D 1895			134	00		
McColl, Arthur	122	00	118	00		
Disbursements	64	03				
McGinney, James			186	03		
McAmmond, Joseph 1895			79	00		
McQuey, Dennis 1895	118	00	85	00		
Disbursements 1895	25	53				
McQuey, Dennis 1895	131	00				
Disbursements	6	21				
McBride, Archibald 1895	118	00	280	74		
Disbursements	19	68				
McFarlane, John 1895	89	00	137	68		
do	92	00				
Disbursements	64	13				
McIntyre, Wm. 1895	118	00	245	13		
do	131	00				
			249	00		
<i>Carried forward</i>					62,836	53

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>					62,836	53
<i>FIRE RANGING —Continued.</i>						
McDonnell, Alex. 1895	118	00				
do	131	00				
			249	00		
McKay, Angus.... 1895	118	00				
do	129	00				
Disbursements	33	50				
			280	50		
McDermott, Thos. J.			56	70		
McElroy, Robert			105	00		
McLeod, Dougald			136	00		
McLaren, David			105	00		
McPhee, Hugh			111	00		
McConnell, Eric			92	00		
McGregor, Peter			131	00		
McDonald, A. J.	111	00				
Disbursements.....	5	75				
			116	75		
McLachlan, Peter	126	00				
Disbursements	9	00				
			135	00		
McNeill, Archie..... 1895			98	00		
Nevers, Charles			131	00		
Oag, Wm	40	00				
Disbursements	36	00				
			76	00		
Oram, John	118	00				
do	131	00				
			249	00		
O'Neil, H. F. 1895	131	00				
Disbursements	67	18				
			198	18		
O'Neil, A. J.			381	40		
O'Brien, Dennis			126	00		
Piper, Richard			107	00		
Prince, Adam			118	00		
Plurde, Charles	125	00				
do	131	00				
			256	00		
Potvin, Jules.			110	00		
Pommerville, Thos			110	00		
Phillips, Wm. J.			59	00		
Quirk, Peter			110	00		
Ryan, John			118	00		
Regan, Hugh			106	00		
Roden Bros			54	00		
Rawson, Chas. E.	55	00				
Disbursements	3	75				
			58	75		
Stewart, Joseph	131	00				
do	128	00				
			259	00		
Snell, John	28	00				
do	24	00				
			52	00		
Smith, W. J. 1895			100	00		
Slade, Wm			116	00		
<i>Carried forward</i>					62,836	53

APPENDIX No. 6.—Continued.

Statement of the Disbursements of the Department of Crown Lands for the year 1896

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i>					62,836	53
FIRE RANGING.—Continued.						
Stewart, James..... 1895	113	00				
do	131	00				
Stewart, E. B.			244	00		
Sproat, Joseph			238	00		
Smith, Matthew			128	00		
Stewart, Frank			105	00		
Stanley, John			59	00		
Sesley, Louis			93	00		
Skuce, Thos.	131	00	131	00		
Disbursements	20	00				
Scantlin, John A.	106	00	151	00		
Disbursements	4	75				
Scantlin, James			110	75		
Thompson, W. 1895			51	00		
Trussler, Byron	116	00	93	00		
Disbursements	7	13				
Tucker, Wm			123	13		
Thivierge, Xavier			39	00		
Thaxter, Robert			119	00		
do	75	00				
do	131	00				
Thomson, Alex.	124	00	206	00		
Disbursements	264	13				
Thomas, John M.			388	13		
Tait, Wm. A.			105	00		
Vaudette, Eustace			123	00		
Vincent, Jos.			52	00		
Wells, J. Walter			187	12		
Wells, John R.			98	00		
Young, Wm			99	00		
			107	00		
Less amount refunded by limit holders			24,863	90		
			1,189	12		
					23,674	78
BUREAU OF MINES.						
<i>Contingencies.</i>						
Blue, A., disbursements	122	65				
Coleman, A. P., do	545	97				
Gibson, T. W., do	8	90				
Slaght, A., do	268	45				
Burwash, Ed., services and expenses	226	70	945	97		
Willmott, A. B., do	81	00				
Boustead, W. E., assaying	73	00	307	70		
Lawson, W., do	40	00				
Jellyman & Co., trays for minerals....	20	08	113	00		
<i>Carried forward</i>			1,866	67	86,511	31
2 C.,L.						

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>		1,366 67	86,511 31
BUREAU OF MINES.—<i>Continued.</i>			
<i>Contingencies.—Continued.</i>			
Willmott & Co., minerals	42 40		
Smith & Co., cases for minerals	180 00		
		242 48	
Ramsay, J. G., photo supplies	9 50		
Mulholland, P., do	12 15		
Archibald, W. R., photo slides	14 50		
Wilkie, R. G., do	7 80		
		43 95	
Spackman & Co., typewriter (half cost)		54 00	
Treeby, H., services		32 00	
Postage, express and telegraphing	336 65		
Printing and stationery	233 38		
		570 03	
Advertising and subscriptions	276 13		
Books	63 32		
		339 45	
Sundries		121 32	
			2,769 90
Refunds			9,524 42
Colonization Roads			102,719 24
Surveys			33,489 89
Board of Surveyors			200 00
Algonquin Park			4,478 46
Rondeau Park			4,430 60
CULLERS' EXAMINATIONS.			
Graham, G. A.	4 00		
Disbursements	2 00		
		6 00	
Margach, Wm, disbursements		12 00	
Moore, D. H.	4 00		
Disbursements	4 35		
		8 35	
Regan, John	24 00		
Disbursements	19 78		
		43 78	
Russell, William, disbursements		6 00	
Tait, T. B.	34 00		
Disbursements	25 00		
		59 00	
Barber, Bros., paper		53	
			135 66
<i>Carried forward</i>			244,259 48

APPENDIX No. 6.—*Concluded.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			244 259 48
FORESTRY.			
<i>Contingencies.</i>			
Southworth, Thos., travelling expenses	213 60		
Broder, W., services	15 00	213 60	
Milne, J., do	5 00		
O'Brien, S. J., do	28 00		
McLean, W. A., services	40 00		
Thompson, P., do	131 00		
Gripton, C., stamps		219 00	
Subscriptions	48 00	3 55	
Books	100 22		
		148 22	
Ramsay, J. G. & Co., photo supplies	49 05		
Mulholland, P., do	29 04		
		78 09	
Printing and binding	42 88		
Stationery	77 20		
Postage and express	27 43		
		147 51	
			809 97
CONTINGENCIES.			
Printing and binding	1,994 31		
Stationery	1,782 63		
		3,776 94	
Postage, telegraphing and express	1,676 56		
Cab hire, car fare, etc., cartage	129 75		
		1,806 31	
Subscriptions and advertising		1,393 56	
Extra clerks	1,128 00		
Extra messenger	85 50		
		1,213 50	
Sundries		252 16	
			8,442 47
			253,511 92

D. GEO. ROSS,
Accountant

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1896.

APPENDIX No. 7.

Special sums expended under the direction of the Department during the year 1896.

Service.	\$ c.	\$ c.	\$ c.
MINING DEVELOPMENT.			
<i>Diamond Drill.</i>			
W. W. Roche, services	166 68		
" disbursements	50 00		
		216 68	
Freight	52 00		
Supplies and labor	61 37		
		113 37	
Advertising		107 29	
		437 34	
Refund		395 59	
			41 75
<i>Mineral Exhibit.</i>			
Services of sundry persons		53 00	
Freight	6 79		
Supplies	27 42		
		34 21	
			87 21
			128 96
Pigeon river slide and dam			1,326 41
Colonization pamphlets			1,018 57
Colonization house and wharf, Temiscamingue			700 00
Biscotasing fire commission			250 00
Scarlet investigation			5 93
Total			3,429 87

AUBREY WHITE,
Assistant Commissioner.

D. GEO. ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1896.

APPENDIX No. 8.

WOODS AND FORESTS.

Statement of revenue collected during the year ending 31st December, 1896.

	\$ c.	\$ c.
Amount of Western District collections at department.....	547,042 66	
“ “ “ Quebec.....	14,839 83	
		561,882 49
Amount of Belleville collections	84,990 57	
		84,990 57
Amount of Ottawa collections.....	162,769 30	
“ “ at Quebec.....	2,779 42	
		165,548 72
Total		812,421 78

AUBREY WHITE,
Assistant Commissioner.

J. A. G. CROZIER,
Chief Clerk in charge.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1896

APPENDIX

WOODS AND

Statement of timber and amounts accrued from timber dues, ground

Agencies.	Area covered by timber license.	QUANTITY AND					
		Saw logs.				Boom and	
		Pine.		Other.		Pine.	
		Pieces.	Feet, B.M.	Pieces.	Feet, B.M.	Pieces	Feet, B.M.
	Square miles.						
Western Timber District.	8,011	8,538,003	673,444,218	234,608	10,986,653	86,627	16,467,959
Belleville Timber District	1,422	412,761	46,486,869	24,726	1,547,828	6,748	1,833,413
Ottawa Timber District..	4,289	1,914,697	184,448,623	46,993	2,663,271	95,287	16,072,093
Total	13,722	10,865,461	904,379,710	306,327	15,197,752	188,662	34,373,465

GENERAL STATEMENT OF

Agencies.	Cordwood.		Tan bark.	Pulp wood.	Railway ties.	Posts.	Telegraph poles.	Stave and shingle bolts.
	Hard.	Soft.						
	Cords.	Cords.						
Western Timber District.		25,207	90	34,981	655,300	167	399	1,244
Belleville Timber District	170	142	.....	.....	16,888	460	256	37
Ottawa Timber District..	.....	.....	.....	56	36,263	238	.....	55
Total	170	25,349	90	35,037	708,451	865	655	1,389

J. A. G. CROZIER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1896.

No. 9.

FORESTS.

rent and bonus during the year ending the 31st of December, 1896.

DESCRIPTION OF TIMBER.

Dimension timber.		Square timber.						Cedar.
Other.		White pine.		Birch, ash, oak.		Other woods.		
Pieces.	Feet, B.M.	Pieces.	Cubic feet.	Pieces.	Cubic feet.	Pieces.	Cubic feet.	
20,113	935,571	19,110	989,695	O. 3 A. 89 B. 10	118 2,847 230			540
1,914	478,468			O. 1	11	10	120	224,716
8,110	642,621	2,729	138,971			49	1,413	91,207
30,137	2,056,660	21,839	1,128,666	O. 4 A. 89 B. 10	129 2,847 230	50	1,533	316,463

TIMBER, ETC.—Continued.

Piles and head blocks.		Interest.	Trespass.	Amounts accrued.			
				Timber dues.	Bonus.	Ground rent.	Total.
Pieces.	Feet.						
		\$ c.	\$ c.	\$ c.	\$ o.	\$ c.	\$ c.
1,198	55,688	4,933 47	1,772 42	755,225 52	75,005 07	29,497 50	866,433 98
		2,901 48	37 65	54,810 75		4,525 00	62,274 88
		272 06	8 00	207,339 47		20,097 00	227,716 53
1,198	55,688	8,107 01	1,818 07	1,017,375 74	75,005 07	54,119 50	1,156,425 39

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 10.

RETURN of the number of locatees and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of the settlement duties ; and of patents issued, under the "Free Grants and Homesteads Act," during the year 1896.

Township.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.
Baxter	Muskoka	Wm. Kirk, Bracebridge,	5	532	..	..	..	1
Brunel			1	100	..	..	..	1
Chaffey			1	100	..	..	1	2
Draper			1	109	..	..	..	1
Franklin			10	1,225	..	..	12	4
Macaulay			1	100	..	..	1	..
Medora			3	414	2	28	4	..
Monck .....			..	..	..	..	..	..
Morrison			6	874	..	..	2	1
Muskoka			3	430	..	..	3	2
McLean			3	432	..	..	6	..
Oakley			5	498	..	..	2	4
Ridout			5	699	..	..	6	1
Ryde			5	603	..	..	4	..
Sinclair			2	269	..	..	2	2
Sherborne .....			..	..	..	..	..	..
Stephenson			1	198	..	..	2	1
Stisted			5	428	1	4	4	3
Watt			2	218	..	..	1	..
Wood			9	1,345	1	17	2	5
Cardwell	Parry Sound	T. MacKay, Parry Sound,	4	798	1	100	7	4
Carling			4	516	..	..	6	1
Christie			16	2,642	1	23	8	1
Ferguson			4	667	..	..	4	..
Foley			15	1,514	..	..	8	1
Hagerman			3	339	..	..	5	2
Humphrey			1	15	..	..	..	..
Montieth			6	859	..	..	4	..
McConkey .....			..	..	..	..	..	..
McDougall			6	831	..	..	4	..
McKenzie			4	394	..	..	..	1
McKeller			1	200	..	..	..	1
Shawanaga			1	186	..	..	1	..
Wilson .....			..	..	..	..	..	..

APPENDIX No. 10.—*Concluded.*

Township.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of pur-chasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.
Herschel	Hastings	J. R. Tait, L'Amable	8	846	1	7	1	4
Limerick			1	100			1	
Mayo			5	765				
Monteagle			12	1,256			11	4
Wollaaton	Addington	A. H. Wood, Plevna	2	249	1	33	2	2
Abinger			12	1,447			1	3
Denbigh			8	888	1	6	3	6
Canoto, South			1	49			1	3
do North	Renfrew	James Reeves, Eganville	17	1,895	1	2	4	2
Clarendon			3	311				1
Miller			16	2,455			2	3
Palmerston								
Algona, North	Renfrew	John Whalen, Brudenell	3	406	2	53		4
do South			1	90			1	2
Brougham			1	150	2	101	2	3
Grattan			2	299				8
Hogarty	Brudenell	J. Stewart, Pembroke	1	200				6
Richards								
Wilberforce								
Brudenell			1	176			3	3
Griffith	Renfrew	Alice	1	198				
Lyndoch			2	199	1			
Matawatchan			1	200			1	3
Kadcliffe			4	729				1
Raglan	Renfrew	Fetewawa	1	100				3
Sebastopol			3	397	1	78	3	4
Sherwood								
Alice			3	228	1	9	5	5
Buchanan	Renfrew	Rolph	5	769	1	5	2	2
Fraser								
Head			2	393			1	
Maria								
McKay	Renfrew	Rolph	7	903			6	4
Fetewawa								
Rolph								

Wylie	1	100	1	1	1
Cameron	1				1
Bonfield					
Calvin	11	1,210			6
Ferris	7	1,800			4
Mattawan	25	2,813	1	5	25
Papineau	6	753			2
Papineau	6	600			6
Korah					
Parke					
Prince	4	640	1	111	2
Plummer					
St. Joseph's Island					3
Algonia					
Algonia	15	1,518			15
Crooks					
Dorton	1	200			
Dawson Road	2	317			
Oliver	8	1,287			7
Paipoonge	26	3,044			20
Atwood	1	75			3
Blue					
Curran	4	560			2
Dilke	2	205			2
Morley	19	2,613	2	120	7
Nelles					
Patullo					1
Roseberry	1	52			
Shenston	18	2,791			2
Tait					5
Worthington	4	511	2	146	3
Aylsworth					
Barwick	1	116			1
Carpenter	2	175			
Carpenter	1	179			
Crozier	5	653	1	40	11
Devlin	9	1,240	2	120	1
Dobie					
Lash	5	760	1	40	1
Roddiack					
Woodyatt	3	480			
McIrvine	1	160	2	82	1
Totals	725	95,476	50	1,781	470
					271

JOSEPH J. MURPHY,
Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1896.

AUBREY WHITE,
Assistant Commissioner.

APPENDIX No. 11.

FISHERY OVERSEERS.

Under The Ontario Fisheries Act.

Name.	District.	Post Office Address.	Salary.
John H. Willmott.....	Muskoka District.....	Beaumaris	\$ c.
Francis James Moore.....	Peterborough, Victoria and Haliburton	Lakefield.....	50 00
Norman Clark.....	Lanark, and parts of Frontenac and Addington	Mississippi Station	75 00
John T. Little.....	Part of Algoma District	Iron Bridge	50 00
Samuel R. McKewen.....	Manitoulin Island	Tchikummah	50 00
Robert R. Smith.....	Part of Renfrew County	Eganville	50 00
William McKirdy.....	River and Lake Nepigon and tributaries	Nepigon	100 00
John Emmons.....	Rainy River District	Rat Portage	50 00
John A. Johnson.....	Parts of Parry Sound and Muskoka	Parry Sound	200 00
Justus B. Smith.....	Charleston Lake	Charleston	50 00
Peter McCann.....	Thames River and waters tributary	London	100 00
S. A. Huntington.....	Lake Nipissing, etc	North Bay	100 00
Duncan Bole.....	Algoma District	Sault Ste. Marie	100 00
Lester Sly.....	Parts of Frontenac and Leeds	Morton	50 00
George Bilton.....	do	Newborough	75 00
A. E. Slier.....	Gananoque River and Lakes, etc	Morton	50 00
Geo. E. Siedeward.....	Stony Lake, South River and tributaries	Sundridge	50 00
Isaac Gardiner.....	Rondeau Park	Rondeau	50 00
Daniel May.....	Bethune, Proudfoot and parts of other townships	Huntsville	50 00
John Armstrong.....	Lake Temiscaming, part of, and tributaries	Listead	50 00
Austin Moran.....	Part of Renfrew County	Mount St. Patrick	50 00
James Whalen.....	Part of Thunder Bay District	Port Arthur	50 00
Thomas Norquay.....	Lake Manitou	Manitowaning	35 00

A. KIRK WOOD.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1896.

APPENDIX No. 12.

Statement of the number of letters received and mailed by the Department in 1894, 1895, 1896.

Years.	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.	Mines.	Totals.	Names indexed.	Enclosures.	Orders in Council.	Returned letters.	Mailed from Department.
1894.....	7,523	1,080	3,003	5,455	2,215	.. . . .	19,226	24,700	34,600	63	37	29,865
1895.....	10,872	1,277	3,852	5,783	2,263	1,653	25,700	33,688	35,700	65	32	34,184
1896.....	10,889	2,300	5,749	4,660	2,252	1,900	27,750	34,785	35,950	63	83	35,393

FRANK YEIGH,
Registrar.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1896.

APPENDIX No. 13.

Statement of Patents, etc., issued by the Patents Branch during the year 1896.

	Number.
Crown Lands.....	318
School ".....	64
Mining ".....	11
Public " (late Clergy Reserves).....	29
Free Grant Lands (A.A.).....	27
" " (under Act of 1880).....	220
Rainy River " (Mining and Crown).....	128
Mining leases.....	157
Licenses of occupation.....	4
Rondeau Harbor leases.....	5
Crown leases.....	2
Total.....	965

CHARLES S. JONES,
Chief Clerk.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1896.

APPENDIX No. 14.

Statement of municipal surveys for which instructions were issued during the year 1896.

No.	Name of surveyor.	No.	Date of instructions.	Description of survey.	Date when confirmed.
1	James Robertson	602	March 20th, 1896	To survey the road allowance between the second range north of the Long-woods road and the first concession of the township of Ekfrid, across lot number one, and to plant stone or iron monuments in such positions on each side of said road allowance as will show its true position across said lot.	.....

GEORGE B. KIRKPATRICK,
Director of Surveys.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1896.

APPENDIX No. 15.

Statement of municipal surveys confirmed during the year 1896.

No.	Name of surveyor.	No.	Date of instructions.	Description of survey.	Date when confirmed.
1	J. G. Sing	592	2nd March, 1894.....	To survey that part of the blind line between the eleventh and twelfth concessions in the rear of lots numbers nineteen to thirty inclusive, in the township of St. Vincent, and to plant durable monuments of stone or iron at the 164r angles of said lots on said line.....	November 24th, 1896.
2	Elihu Stewart.....	600	11th October, 1895.	To survey the road allowance between the eleventh and twelfth concessions of the township of Vespra, from lot number five, or as near thereto as the original concession line can be clearly ascertained, to lot number fifteen, or as near thereto as the original concession line can be clearly ascertained, and to define said concession road allowance across said lots by permanent stone monuments on either side thereof.	July 14th, 1896.

GEORGE B. KIRKPATRICK,

Director of Surveys.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, December 31st, 1896.

APPENDIX No. 16.

Statement of Crown Lands surveys in progress, and amounts paid to date, during the year 1896.

3 C.L.

No.	Date of instructions.	Name of surveyor.	Description of survey.	Amount paid.
1	18th June, 1896.....	James Dickson	Township of Harrow.....	\$ c. 1,800 00
2	18th June, 1896.....	J. S. Laird	" " Curtis.....	1,800 00
3	18th June, 1896.	J. Tiernan	Parts of the townships of Tupper and Archibald.....	1,600 00
4	31st December, 1896. ...	James F. Whitson.....	Expenses re survey of timber lands, Spanish River, etc	75 00
				<u>\$4,175 00</u>

GEORGE B. KIRKPATRICK,

Director of Surveys.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

Toronto, December 31st, 1896.

APPENDIX No. 17.

Statement of Crown Lands surveys completed and closed during the year 1896.

No.	Date of instructions.	Name of surveyor.	Description of survey.	Amount paid. \$ c.	No. of acres.
1	25th November, 1895.	S. Malcolm.	Marsh lands at Shrewsbury	390 25	.....
2	26th May, 1896	A. Niven.	Meridian line between the districts of Nipissing and Algoma	4,737 00	.....
3	28th May, 1896	J. W. Fitzgerald	Township of Airy.	3,468 08	49,544
4	18th June, 1896	T. R. Steight	" Eton.	1,611 75	23,050
5	18th June, 1896	A. H. Macdougall.	" Rugby	1,609 16	22,988
6	18th June, 1896	W. R. Burke.	" Macpherson and line between townships 12 and 20	2,203 68	26,549
7	18th June, 1896	B. J. Saunders	" Falconer	1,619 80	23,140
8	18th June, 1896	Coad and Robertson.	" Marland	1,816 02	23,086
9	18th June, 1896	David Beatty	Residue of the township of Freeman.	1,343 51	.....
10	24th June, 1896	James Dickson	Reposting town plot of Hilton and correction in McKinnon.	414 05	.....
11	10th July, 1896	Elihu Stewart.	Outlines of township in Rainy River District.	3,145 50	.....
12	22nd April, 1896	T. R. Deacon	Town plot of Dryden	128 28	.....
13	23rd April, 1896	T. R. Deacon	Timber berths near Manitou Lakes	364 60	.....
14	2nd March, 1896	Joseph Cozens.	Islands in Lake Huron, west of Port Lock Harbor	495 55	.....
15	24th July, 1896	James F. Whitson.	Expenses re survey of Barnt Lands near Biscotasing	257 45	.....
16	23th September, 1896	James Dickson	Inspection of surveys, 1896.	1,042 21	.....
17	.....	E. J. Rainboth.	Services re plans and descriptions of timber berths in Algonquin Park	357 00	.....
18	.....	D. J. Gillon.	Report of inspection re water power at Fort Frances	25 00	.....
19	.....	G. B. Kirkpatrick	Expenses re investigating disputed claims, Thunder Bay and Rainy River Districts	105 50	.....
20	.....	Wm. Margach.	On account of timber berths near Manitou Lakes	550 00	.....
21	.....	James F. Whitson.	Services as Draughtsman	1,200 00	.....
22	.....	A. Robillard	Clerk	412 00	.....
23	.....	C. McPherson.	"	126 00	.....
24	.....	D. G. Boyd	"	154 00	.....
25	.....	S. J. O'Brien	" Clerk	26 00	.....
26	.....	C. M. Smith	Maps of Huron and Ottawa territory	720 00	.....
27	.....	Customs	Re maps	105 50	.....
28	.....	Copp, Clark Co.	Maps	1,072 00	.....
29	.....	Rice Lewis & Co.	Iron posts	25 00	.....
				29,314 89	187,525

GEORGE B. KIRKPATRICK,
Director of Surveys.

AUBREY WHITE,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS, TORONTO, December 31st, 1896.

(Appendix No. 18.)

RESIDUE OF THE TOWNSHIP OF FREEMAN.

DISTRICT OF PARRY SOUND.

PARRY SOUND,

December 2nd, 1896.

SIR,—I have the honor to report that I have surveyed concessions seven, eight, nine and ten of the township of Freeman under your instructions dated 18th June, 1896.

I commenced the survey after observing Polaris on July 23rd, 11 h. 13 m. p. m. (azimuth $1^{\circ}46'$) at the front of concession VII., and at side road 25 and 26, which point I had established on my survey of last summer, and ran N. $20^{\circ}51'40''$ W. to the line between concessions VIII. and IX. which I ran N. $69^{\circ}8'20''$ E., connecting with my work of last season at side road 15 and 16, and continued same line westward under repeated observations of Polaris, and ran the several side roads north and south of said line as I continued the work westward.

I produced the north boundary of the township across Moose bay and continued it in the same line westward, and planted posts for the several lots as shown on traverse sheet, which I thought would be preferable to scaling around the shore and planted post there.

There is but a small percentage of this season's survey fit for agricultural purposes, and the greater part of that is along concession line VIII and IX and between Moon river and Moose bay.

The lumber company operating in the township has a waggon road which starts at Foot's bay on Lake Joseph, and passes through the township to navigable water below the high falls on Moon river. Perhaps it would be more properly called Moon river inlet, from where the north boundary crosses to within about $\frac{1}{2}$ a mile of the high falls, as there is little or no current at the boundary excepting in high water, although the water is dark colored.

The timber on the north and east side of Moon river is principally pine and hardwood, and on the south and west side hardwood, pine and hemlock, where it has not been burnt, but the greater portion has been burnt over many years ago as is shown on timber plan accompanying the field notes.

The only white settler in this portion of the township is on lot 35, concession IX, on the north side of Moon river. There are a number of Indian families composing a small village on lots 54 and 55, concession VII, and on the shore of the Georgian Bay, all of whom wished me to have their names entered for certain lots on the most of which some improvements have been made. I have therefore made return as requested.

I have the honor to be, sir,

Your obedient servant,

(Sgd.)

DAVID BEATTY,

Ontario Land Surveyor.

To Honorable J. M. GIBSON,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 19.)

TOWNSHIP OF MARTLAND.

DISTRICT OF NIPISSING.

GLENCOE, ONTARIO,

December 23rd, 1896.

SIR,—In accordance with instructions dated the eighteenth day of June, A.D. 1896, we have surveyed the township of Martland, in the district of Nipissing and Province of Ontario, into lots of three hundred and twenty (320) acres each.

The township was reached by railroad to North Bay, thence by steamer across Lake Nipissing to the head of the Chaudiere Falls at the outlet of the waters of Lake Nipissing or the head of the French river. After a portage of about one-third of a mile here, we proceeded by canoe down the French river for a distance of about twelve miles to the outlet of the Wolseley river, by which latter river we entered the township after a further paddle of about five miles and made our first camping place about the line between lots one and two in the second concession.

Here we took an observation for meridian on the night of the 17th of July, A.D. 1896, and connected with the east boundary of the township at Wolseley river. This boundary is well cut out and we were able to get a sight of about one and a half miles along it, we then proceeded to the southeast corner of the township where we found the tamarac post mentioned in the field notes supplied us, as marking the starting point of our survey.

From this post we carried on the work of survey westerly and northerly, retracing the south boundary and planting posts where specified.

On account of the north boundary measuring one chain and fifty-five links more than the south boundary or than the nett 480 chains, we ran the line between lots 2 and 3 and planted the posts so as to leave the odd measure in lot 1.

The east boundary was also retraced and rechaind across concessions I., II., III. and IV.

Nearly all of the mile posts planted in the original survey of the boundaries were found.

As will be seen by the plan and field notes the township is comparatively level and throughout the greater portion of it the rock is well covered to a considerable depth with soil. This soil in some places is sandy, in others it is a loamy clay, and for the most part is land well adapted for agricultural purposes, as was evidenced by the growing crops of several families of settlers, particularly of oats, peas and potatoes.

Except near the Wolseley river and the small lakes there is not much of the township that can be called rocky or broken. The greater part of it has, within recent years, been burnt over and is now largely grown up to poplar, birch, spruce, tamarac, willows, etc. There are, however portions that have not been so burned over, as shown by the timber map, and in these are some nice patches of hardwood bush, containing some good bass, maple and birch.

The township is fairly well watered with small creeks and the lakes. The Wolseley river is a small, sluggish, shallow stream, except where in numerous places it expands into lakes of considerable size and depth. Across lots 3, 4 and 5 it is hardly suitable for canoeing at low water, and across lots 7 and 8 this is altogether impossible.

The lakes forming the chain east of lot 9 in the fifth and sixth concessions are of the same level and might almost be considered a part of the west bays of Lake Nipissing. They have an elevation of only about five feet above it and only two short portages of about fifty feet each are required to be made from the township to reach the open water of Lake Nipissing by boat.

On lot 9 in the fifth concession between this chain of lakes and one of the expansions of Wolseley river there is a natural descent over bare rock of about twenty-five feet, over which when the water above rises about two feet higher than low water mark it pours to the river below. At this place is an excellent site for mill or other water power.

In the township are four families of settlers, who came in during the early spring of the present year and are located and making clearings, as shown on the plan. The heads of these families were probably in lumbering previous to settling there. The road shewn through part of the township was constructed by the lumbermen and is fairly good.

From the comparatively level nature of the township and the land lying to the west and north, which, as far as we could judge and ascertain, is of the same character, we are of opinion that it would not be expensive to open up a road from some point on the Canadian Pacific Railway (probably Warren station), by which means the township of Martland and the other townships adjoining such roads might be opened up to settlement for farming purposes to which they are adapted.

The survey throughout was carried on by one party and the chain men and other men employed were well qualified for the work, each having had considerable experience, band chains were used in measuring. Observations showed the magnetic variation to be 7 degrees-west. The compass needle worked very steady and in no part was there any perceptible local attraction. The township contains altogether 23,086 acres, of which 845 acres are of water.

The survey of the lakes was made with the Rochon micrometer.

When the work of survey was completed we left the township by settlers' sail boat through the lakes in the north part and across the west end of Lake Nipissing to Sturgeon Falls, on the Canadian Pacific Railway and thence home.

All of which is respectfully submitted.

We have the honour to be, Sir,

Your obedient servants,

COAD & ROBERTSON,

Ontario Land Surveyors.

Honourable J. M. GIBSON,
Commissioner of Crown Lands.
Toronto.

(Appendix No. 20.)

TOWNSHIP OF AIRY,

DISTRICT OF NIPISSING.

PETERBOROUGH, ONTARIO,
December 7th, 1896.

SIR,—I have the honour to submit herewith the plan and field notes of the township of Airy, in the Nipissing District, surveyed under instructions from your Department, dated May 28th, 1896.

The township lies immediately south of the Algonquin Park and on the line of the Ottawa, Arnprior and Parry Sound Railway, now completed and opened for traffic.

Having taken the necessary observations, etc., I commenced the survey by producing, as instructed, the side line between lots 5 and 6, surveyed by O. L. S. Purvis, in 1893, for the St. Anthony Lumber Company, south to the south boundary of the township (being the north boundary of the township of Sabiee) at the same time laying off the

concessions IV., III., II. and I. I also produced the concession lines IV. and V. and VI. and VII., which had been run by Mr. Purvis through the first ten lots,

I carried the survey of these first seven concessions to the east boundary, after which I moved to the west side of the township and thence carried the survey of the remaining seven concessions to the same boundary, thus completing the regular survey of the township.

I planted three of the iron posts, supplied and marked by the Department, in their proper places, facing them respectively to the townships marked on them. At the south-west, south-east, and north-east corners of the township, and the fourth iron post I planted on the north boundary, at the distance of four chains and forty links east from the northwest corner, which is in a lake.

That part of the township bounded by Hay Creek on the west by the Madawaska River on the north and by the side line 25 and 26 on the east containing about 12,000 acres is a very fair tract of land for this country.

It is composed of a sandy clay loam of average depth and tolerably free from stone and where not burnt there is a fair growth of mixed bush, the hardwood kind predominating.

On this land there are already some fifteen settlers who are hewing out for themselves comparatively good homes and now that the railway is opened through it there will, in a few years, no doubt, be formed a thriving settlement.

The small tract west of Hay Creek and all the remainder of the township north of the Madawaska are broken by gniess ridges and rock outcrops more or less rugged, but in the valleys between, stretches of fertile alluvial soil are frequently met with.

This rough country is densely wooded with a mixed bush chiefly white pine with balsam, spruce, cedar, birch and willows in about the orders named. The pine is a fair quality and size while the other woods attain average size, but at the present time are not deemed of much commercial value. The Madawaska river which flows in a southeasterly direction through the township is a rapid stream averaging about two chains in width and eighteen inches deep, having a stony bed and flat rocky banks for the greater part.

On lot 28, concession IV., there is a fall of seven feet in a distance of about three chains. Hay creek flowing out of Hay lake in the township of Sabine discharges into Long Lake and the Madawaska, it averages nearly two chains wide and is, in places three feet deep having a slow current.

The township is generally over-spread with lakes and streams, all of them of good clear water, but contain very little fish of value. The geological features of the township are of the kind prevalent in this district and therefore need not, I presume, be further described here.

The village of Whitney exclusively the property of the St. Anthony Lumber Company is situated on the north parts of lots 6, 7 and 8, concession V. The company's large sawmill is on lot 6, on the southeast shore of Long Lake.

It is fitted with all the modern appliances such as band saws, gates, etc., and has a working capacity of 400,000 feet B.M. per twenty-four hours.

The mill is lighted throughout by electric light manufactured by the company's plant on the premises.

Up to the 1st September the mill was run day and night, but after that date in the daytime only until the close of the season.

There was in the piling yard in September about 30,000,000 feet pine B.M. On lot seven there is a planing mill which is used mainly for local purposes.

The village has a population of about four hundred. There are about fifty buildings, clapboard, one church, one school, one general store (company's), post office, bakery, blacksmith and barber's shops.

On the north side of the river on lot 8, concession VI., there is a group of eight or ten houses and two stores, having a population of probably forty or fifty people.

A little further to the northeast on lot 10, concession VII., there is another small hamlet called Nipissing of some seventeen log houses, occupied also by employees of the St. Anthony Company, numbering about fifty or sixty, this giving a total resident population in connection with the company operations of five hundred people.

As will be seen by a reference to the accompanying plan that the Ottawa, Arnprior and Parry Sound Railway, through the township, runs, for the greater part, along the south bank of the Madawaska, partaking pretty much of its windings, etc.

There are but few heavy cuttings or embankments on this part of the line, although considerable work has been encountered in rounding the numerous hills and side slopes that occur en route by the river's side.

On lot 12, concession VII., the railway crosses to the north side of the river over an iron bridge on good masonry abutments. After proceeding about one mile west of Whitney Station the line crosses Mud lake on a pile bridge for part of the way. A short branch line is run from the railway station to the piling yard, crossing the river on a wooden truss and crib abutments. The road shows good working grades, is substantially built and is destined, I believe, to do in the near future a large and paying business. Viewing the township as a whole, I consider that forty per cent. of the land area is suitable for cultivation, while a large percentage of the remainder can advantageously be used for pasturage and other purposes. A list of the settlers, giving the extent of improvements, values, etc., is furnished herewith.

Hoping the returns will be found satisfactory,

I have the honor to be Sir,

Your obedient servant,

JAMES W. FITZGERALD,
Ontario Land Surveyor.

The Honorable J. M. GIBSON,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 21.)

TOWNSHIP OF MACPHERSON.

DISTRICT OF NIPISSING.

INGERSOLL, ONTARIO,
October 26th, 1896.

SIR,—I have the honor to report the completion of the survey of the township of Macpherson in the District of Nipissing, also the survey of a meridian line between townships numbers 12 and 20, commencing at the north-west corner of the township of Falconer, performed under your instructions of the 18th day of June, 1886.

I proceeded en route to Sturgeon Falls, where I procured men, canoes and supplies, and from there with nine of a party to the western bay of Lake Nipissing, camping close to where the line between townships numbers 12 and 20 would likely cross said bay.

I commenced my survey, as instructed, at the northwest angle of the township of Falconer, where I found a good pine post planted and well driven in the ground and marked on the north west side XX., N.E. side XII, S.W. side XIX., S.E. side XI. From this post I ran due north astronomically six miles, planting wooden posts in stone mounds at every mile, until the sixth mile was reached, where I placed a large pine post and an iron post. The wooden post is squared and so placed that the lines connecting the cardinal points will pass through the angles, on the north-east side is cut Lot 14, Concession 1, and on this side the iron post is planted and is marked with Macpherson facing the township. At the northwest angle I planted a pine post marked Dunnet on the north side and on the southeast side Lot 14 Con. VI. also an iron post marked on the S.E. side Macpherson and on the S.W. side XXI. At the N.E. angle I placed a tamarac post marked on the S.W. side con. VI. lot 1. and on the N.W. side con. I. lot 1, also an iron post marked on the N.W. side Kirkpatrick, and on the S.W. side Macpherson. The eastern end of the south boundary being a marsh I planted on the line and in front of lot No. 2, 90 links from the shore of this marshy bay of Lake Nipissing a pine post in stone mound and an iron post marked Macpherson on N.W. side.

The portion of my west boundary lying north of the north-west arm being a part of the west boundary of Caldwell was surveyed before, in 1880. This line was grown up again with a thick undergrowth. I reopened this line in order to chain it, reblazing the trees as I went along.

The north boundary of my township being the south boundary of Kirkpatrick, and a portion of the south boundary of Dunnet was re-surveyed and re-posted by myself. I followed Salter's base line, which was not well adhered to in the survey of Kirkpatrick. I opened up a good line for my north boundary, cutting out all the underbrush and reblazing the trees.

I made an accurate micrometer survey of the water within the boundaries of my township, and an accurate survey of the shore of Lake Nipissing forming part of the easterly boundary of the township.

Regarding the general character of the township, it may be described as follows. The more descriptive particulars will be found in the field notes. The six miles of line between townships number 12 and 20 is all through a burned and rocky broken country.

The township of Macpherson on the whole is rather rocky, hilly and uneven, but throughout the township there are many tracts of low, level land and when cleared would be well suited for agricultural purposes.

On the south shore of the northwest bay of Lake Nipissing, which runs into the township some two miles and a half, there is a rocky bluff extending back about half a mile beyond which there is a belt of good land extending almost to the southerly boundary of the township, but being broken in places by rocky bluffs. On the north side of the bay the soil is a fair depth for about ten chains back from the shore, but beyond that it is changeable, rocky and uneven in some places, and swampy and good in others, more particularly in the northeast corner.

About two miles west of this bay, and joined to it by a creek, navigable by canoes, is a lake about two miles long, extending southwest a mile and a half from the mouth of the creek. The shores of this lake are rocky and rough, south and west of this the land is variable, in places very rough and rocky and in others level and good soil, more especially in the southwestern corner of the township. North and west of the lake the country is generally rocky, but along the valley of a creek running into the township from the west, at the upper part of concession V., and in some large marshes the land is very good. The land along the north boundary is varied but a great deal of it is good and mostly taken up by squatters.

On the point extending into Lake Nipissing, at the east of concessions I and II, the land is mostly marshy, submerged in the spring, with some rocky bluffs.

There is a plentiful supply of water throughout this township. The northwest bay of Lake Nipissing extends in through the east boundary at the third concession and extends in a northwesterly direction to lot number 6, and varies in width from ten to forty chains. Running into this bay from the northwest is a creek, navigable by canoes, which flows from the south side of a lake situated in concession IV and extending from lot 7, in the northeast part of the concession, to lot number 11 in the southwest of the same concession.

This lake has its greatest width about lots 8 and 9, where it is about sixteen chains wide and narrows at either end into long bays. Flowing into the lake from the northwest is a winding creek of some sixty links in width, coming into the township at the northern part of the west boundary of concession V and into the lake at the western side of lot number 9.

On the south boundary a large marshy creek, flowing from the northwest, runs near the boundary from lot 6 to lot A, where it empties into the middle west bay of Lake Nipissing.

This creek is navigable by canoes for some three miles.

Other small creeks traverse various parts of the township.

The waters are well stocked with fish; bass, pickerel, pike and sturgeon, while about the marshes ducks are plentiful.

All along the north boundary the land has been taken up by French Canadians, emigrated from Michigan, and a few from Massachusetts. Lots 1 and 2, concession IV and V, are also taken up, while prospectors from Wisconsin and other parts were looking at land south of Northwest bay.

There is a good settler's road along the north boundary, extending westward to lot 13, while a road is being cut along the east boundary, south of the lake, to replace a road already made through lot number 1.

There is little timber of any value, as the township has been over-run by fire, and seemingly the fire has swept over this part of the country at various periods.

The second growth is principally poplar, birch, pitch pine, with some balsam, tamarac, ash and maple. The swamps are mostly grown up with thick alders and willows.

The lines are well opened out and the trees blazed. Large posts nicely made are planted throughout the township, and in every case, where necessary, a stone mound has been placed around the posts.

I have the honor to be, Sir,

Your obedient servant,

W. R. BURKE,

Ontario Land Surveyor.

The Honourable J. M. GIBSON,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 22)

TOWNSHIP OF FALCONER.

DISTRICT OF NIPISSING.

BROCKVILLE, ONTARIO,
October 1st, 1896.

SIR,—I have the honor to submit the following report on the survey of the township of Falconer, in the District of Nipissing, surveyed by me during the past summer under instructions from your Department bearing date June 18th, 1896.

The work was reached via North Bay, where a steamer was chartered to take myself and party and supplies across Lake Nipissing and down the French river and its north branch to the first rapids. From the latter point recourse was had to a large boat and canoes, by means of which we reached the point on the north branch where it is intersected by the base line of O. L. S. McAree, run in 1882. This base line forms the south boundary of Falconer, and by following the base line westerly about one-fourth of a mile the southeast angle of the township was found at the post planted by Mr. McAree.

The township of Falconer comprises what has heretofore been known as timber berth 11.

The work of surveying was commenced on the 30th July by retracing the south boundary of the township as the front of the first concession and by retracing the east boundary run by O. L. S. Niven, in 1886, at the distance of eighty chains from the south-east angle, the concession line between the first and second concession lines was started west from the east boundary and run through to the west boundary of the township. This line and the lines between lots 6 and 7 in the several concessions were made bases for the sub-division of the township.

In performing the survey, care was taken to open and blaze the lines well and permanently mark the positions of the corners established, by building stone mounds around the posts planted wherever stones were available.

Iron posts are planted in addition to the wooden posts at the four angles of the township; the one at the south-east angle has the word Falconer cut with cold chisel on its northwest side; the one on the northeast angle has the same word cut on its southwest side; the one at the northwest angle has the word Falconer cut on its southeast side and the word Martland on its southwest side and the one at the south west angle has the words Falconer and Martland cut on its northeast and northwest sides respectively.

The wooden posts planted at the four corners of the township have their respective lot and concession numbers marked upon them.

The township of Martland adjoins Falconer on the west side.

The township of Falconer like a great portion of the country in its vicinity has been burnt over, and the only green bush of any extent lies in the southeast corner; in amount about five square miles.

The green timber consists of some very good white and red pine, with spruce, tamarac, cedar, balsam, birch, and small quantities of hemlock, black ash, hard maple and iron-wood, with an occasional oak and elm.

The brule consists of small poplar, birch and pitch pine.

The township is cut up in a zig-zag manner by a chain of narrow lakes which nearly cross it three times. Their width varies from three to fifteen chains, their surfaces are upon the same level, while their waters are very soft and are stagnant. The shores of these lakes are generally spreading, bold and precipitous, reaching a height of one hun-

dred and twenty feet or more in some places. This chain of lakes has doubtless been at some former period an arm of the French river, which is noted for its deep hidden bays. They can be reached from the north branch of the French river, from the east boundary of Falconer in concession IV. where their waters discharge through a slow running channel into the French river. These lakes are connected by portages with one another, and with the Wolseley river flowing through the southwest corner of the township.

This river enters Falconer on the west boundary in concession II. and flows southeasterly into Wolseley lake, lying to the south of the central portion of the township. The waters of the river have little or no current while its shores vary from marsh to steep and bold rocks.

The geological formation of this section of the country is Laurentian, but there are some excellent tracts of land as will be seen by reference to the field notes, they consist of clay, clay loam and sandy loam, and wild grasses grow luxuriantly in many parts of the burnt portions. At least 60 per cent. of the township is adapted to agriculture.

Moose and red deer seemed to be quite plentiful, but there are few, if any, fur bearing animals. Fish are abundant in the French and Wolseley rivers and Wolseley lake.

Lumbering operations have been carried on to the south and east of Falconer. No economic minerals were met with. The average magnetic declination was $7^{\circ} 30'$ west. Herewith are full returns of survey.

I have the honor to be, Sir,

Your obedient servant,

B. J. SAUNDERS,

The Honorable J. M. GIBSON,

Ontario Land Surveyor.

Commissioner of Crown Lands,

Toronto.

(Appendix No. 23.)

TOWNSHIP OF ETON.

DISTRICT OF RAINY RIVER.

TORONTO, ONTARIO,
September 19th, 1896.

SIR,—I have the honor to submit the following report on the survey of the township of Eton in the District of Rainy River as subdivided by me during the present season under instructions from your Department, bearing date the 18th day of June, 1896.

This township is bounded as follows, on the east by the township of Wainwright, on the north by the township of Rugby, and on the south and west by lands of the Crown, at present unsurveyed.

Commencing the survey at the southeast angle of the township as defined by the 72d mile post of O.L.S., Niven's 6th meridian line, where there is an iron post marked "Lot 12" on the east side and "LXXII" on the south side. I ran due west astronomically, planting lot posts at every forty chains until the southwest angle of the township was reached where I planted an iron post $1\frac{1}{4}$ inches in diameter forged at the top, pointed and painted red, and marked with a cold chisel "Eton" on the northeast side, at the north side of the iron bar a large pine post was also planted.

I then ran the several concession lines and north boundary, due west astronomically, from the mile post planted on the meridian line, above referred to, also the alternate side lines and west boundary due north astronomically from the post planted on the south boundary as above described, thus subdividing the township into 72 lots, 40 chains in breadth, by 80 chains in depth, the unbroken lots containing 320 acres each.

At the front angles of each lot posts of the best timber obtainable were planted and marked on the east and west sides with the numbers of the lots, and on the north and south sides, with the numbers of the concessions, except in the cases of those between lots 1 and 2, 3 and 4, 5 and 6, 7 and 8, 9 and 10, 11 and 12, which have no marking on the south sides. At the northwest angle of the township I also planted an iron bar similar to that at the southwest angle and marked "Eton" on the southeast side, and "Rugby" on the northeast side, a large pine post being planted beside it.

With the exception of a few rocky elevations in concessions V. and VI., nearly the whole surface is undulating and rolling, thus affording good facilities for drainage.

The soil is mainly composed of clay and clay loam of excellent quality, and there is scarcely a lot which does not contain enough good land to make a fair sized farm.

Fully 75 per cent. of the total area is well adapted for farm purposes.

The township is well watered by the Wabigoon, Pelican, Gull and Beaver rivers with their numerous tributaries. The Wabigoon, a fine stream about two chains in width, with an average depth of from 6 to 8 feet, and a current of about 2 miles an hour, enters the township on lot 1, in concession V., and flowing in a north-westerly and southwesterly direction, crosses the west boundary on lot 12 in concession IV. It contains good water, slightly impregnated with the clay of which its banks are formed, (hence its Indian appellation) and being free from rapids, affords uninterrupted navigation down to its confluence with Eagle river. Pelican river is about two-thirds of the volume of the Wabigoon, and is similar to the latter in many of its features, uniting with it on lot 7 in concession VI. Gull and Beaver rivers traverse small portions of the township, and have an average breadth of 50 links, with a depth of 5 or 6 feet. Both are sluggish streams. The only lake in the township is situated on lot 5 in concession I., and covers an area of 45 acres.

With the exception of a few clumps, scattered here and there, no timber of any commercial value remains, but in many places sufficient second growth tamarac, spruce, Jack pine and poplar, for the purposes of the settler can be obtained. Fire having overrun the district in 1894, the second growth timber has nearly all been killed, and the greater part of concessions V. and VI., lying north of Wabigoon river, has been almost entirely denuded, thereby rendering the clearing of that part a comparatively easy task.

No settlers have as yet located in this township, but all the arable land in the adjoining township of Wainwright having been taken up within the past year, it is probable that "Eton" will soon be the seat of a thriving settlement. The Canadian Pacific Railway which crosses the south part of the township, from side to side, affords easy access, Oxdrift station being located on lot 4 in concession I.

Large game is very scarce, but rabbits, partridges and prairie fowl are numerous.

Blueberries, raspberries and wild currants were found in great abundance.

No economic minerals were seen, but it is quite possible that the rocky bluffs may yet be found to contain minerals of value.

Accompanying the report I beg to transmit a general plan, timber plan and field notes of the entire survey.

I have the honor to be, Sir,

Your obedient servant,

T. B. SPEIGHT,

Ontario Land Surveyor.

The Honorable J. M. GIBSON,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 24)

TOWNSHIP OF RUGBY.

DISTRICT OF RAINY RIVER.

PORT ARTHUR, ONTARIO,

November 20th, 1896.

SIR,—I have the honor to report that in conformity with your instructions for the survey of the township of Rugby, dated the 18th of June, 1896, that I have completed the survey, plans and field notes of the same.

I commenced the survey as instructed at the northwest angle of the township of Wainwright, which is the southeast angle of Rugby. I found that O. L. S. Speight had run the north boundary of the township of Eton which is identical with the south boundary of Rugby; this I chained west and planted a post at each forty chains. I then, after taking an observation of the eastern elongation of polaris, ran the east boundary due north, planting a post at each 80 chains until I reached Pelican lake which crosses the boundary on lot 1, concession VI, the N.E. angle of which I found to be in the lake; the iron bar furnished me I planted at this intersection as being the point nearest the N.E. angle of the township. The N.W. angle of the township also occurs in a large lake; in this case I planted an iron bar at the intersection of the north boundary of lot 12, concession VI, with this lake as being the point nearest the N.W. angle of the township. All the several side and concession lines I ran, taking frequent observations for azimuth, due north and west respectively, planting posts as instructed.

The S. and S.E. portion of the township is in general gently rolling with a few hills of rock; in the N. and N.W. it is in the greater part very rough, consisting chiefly of high hills of rock, with mushkeg and small patches of clay. The soil consists of a fine white clay covering most of the S.E. portion, this is almost clear of timber and in most places can be easily made ready for the plow.

The township is well watered; there are six lakes, chiefly in the northern part; the largest, Pelican lake, occupies about 4 miles long in the N.E. corner, and extends a long way out of the township; the outlet of this lake is Pelican river, a sluggish stream about one chain wide by three feet deep with clay banks by which the water is much discolored; this river enters the township on the E. boundary of lot 1, concession II, and crosses lots 1 to 7 in concession 1, finally emptying into Wabigoon river in the township of Eton.

There is no timber of any value in the township, the south part has been completely burnt and the rest is covered by small dead second growth Jack pine, poplar, spruce and in general from 1 to 5 inches thick, very much decayed, so that a large number are blown down by every storm; the only exception to this is in a few swamps and muskegs, covered by green second growth and scrub.

Game was rather plentiful, a number of moose was seen and large numbers of partridges and pin tailed grouse.

I have the honor to be, Sir,

Your obedient servant,

A. H. MAODOUGALL,
Ontario Land Surveyor.The Honorable J. M. GIBSON,
Commissioner of Crown Lands,
Toronto.

*(Appendix No. 25.)*BOUNDARY LINE BETWEEN THE DISTRICTS OF NIPISSING AND
ALGOMA.

HALIBURTON, ONTARIO,
December 7th, 1896.

SIR,—I have the honor to submit the following report on the survey of part of the Boundary Line between the Districts of Algoma and Nipissing, surveyed under instructions from your Department, dated 26th of May, 1896.

The boundary had been run in 1888 by O. L. S. Proudfoot to a point 18 miles north of the northeast angle of the Township of Lumsden, or to a point about 30 miles north of the Canadian Pacific Railway, and from this 18-mile post a due west line, known as Proudfoot's Base Line, had also been run for some distance. The 18 mile iron post planted at the intersection of these two lines was therefore my starting point.

I left Toronto on the 29th of June, going through to Wahnapiatè Station on the C. P. Railway, thence by wagon road to Lake Wahnapiatè.

Crossing this lake with my four Peterborough canoes and taking my supplies for the whole line and camp outfit with me (two trips of the canoes), I portaged over into Vermilion River; thence up stream until I came to Proudfoot's Base Line, about 90 chains west of its initial point.

The journey from Lake Wahnapiatè was a very laborious one and occupied ten days. There were a number of portages of considerable length, and the river was so shallow that the men had to wade a great part of the way, drawing the canoes after them with all that they would float, and often making three and four trips to get the outfit along.

Having started four men and three canoes with all the supplies, iron posts and articles not required for immediate use across the country to try to find a route to the Montreal River, I went east along the aforesaid base line with the balance of my party (ten in number) to my starting point, and after obtaining the necessary observations, ran north, astronomically, from Proudfoot's 18-mile iron post, a distance of 102 miles, or to 120 miles north of the northeast angle of the Township of Lumsden, crossing the Montreal River on the 71st mile and the height of land between the River St. Lawrence and Hudson's Bay waters on the 76th mile.

I reached the 120-mile point, latitude $48^{\circ} 26' 54''$ north, on the 12th of October, and then, turning easterly down the Redstone River, I crossed Nighthawk Lake, a large lake emptying into the Abitibi River and James' Bay, and after going 10 miles up the river of the same name, I portaged easterly and followed the Hudson's Bay Company's route to Matachewan Lake, an expansion of the Montreal River and upon which the Company have a "post," called "Fort Matachewan." From Matachewan I followed the Montreal River 85 miles down stream to a point about 5 miles below Bay Lake, from which a line of portages and lakes leads to Lake Temicamingue, coming out at Haileybury, and from this point came to Mattawa by boat and rail, reaching Haliburton on 24th October.

The men with the supplies crossed the line at Welcome Lake on the 35th mile; thence through that lake and down its outlet into Upper Wahnapiatè River, and after vainly endeavoring for a week to find a canoe route to the Montreal River, returned to the line where it crosses the river on the 41st mile, from which point everything, including the four canoes, had to be carried along the line to the 54th mile, where the Montreal River was entered about 2 miles to the west and about 73 miles from Matachewan, and was made navigable for canoes after considerable labor in cutting and removing logs from the stream.

The canoe route was then down the river to where the line crosses on the 71st mile, and thence to the north end of Pigeon Lake. Here the two large canoes were left and

were afterwards taken down the river to Matachewan. The two smaller canoes were taken through on or as near to the line as possible, the Hudson's Bay Company's route to Mattagami being followed for some distance.

Owing to the difficulty of getting to the work and getting the supplies through the country, as well as the great amount of cutting on the line, the time occupied in getting the line through exceeded my estimate, and I consequently ran short of supplies. Fortunately I was able to obtain an additional supply from the H. B. Co. at Matachewan, and was thereby able to complete the work.

The line was well cut out, well blazed and carefully measured; wooden posts were planted at every mile and iron posts every three miles marked with a cold chisel "Nipissing" on the east, "Algoma" on the west and the number of miles on the south, following on in order from 18 to 120, and, wherever practicable, stones and very often large stone mounds were built around the posts. Bearing trees were also taken and their course and distance from the posts noted.

Where the end of a mile came in a lake or river the post was planted on the line on the nearest land, and distance noted and marked on the wooden post. In these cases the iron post was marked with the mile and a plus or minus sign as the case might be.

Astronomical observations were taken whenever practicable, the details of which will be found in the field notes.

The magnetic variation of the needle averaged 7° west.

GENERAL DESCRIPTION.

From the 18th to the 40th mile the line passes through a very hilly, almost mountainous, and broken country, with numerous lakes and streams, rocky and stony, with sandy soil, the principal timber being white pine, interspersed with spruce, birch, cedar, balsam, pitch pine, etc. The pine is generally of fair size and quality, but in places it is large and good, especially around Burwash lake, and from the 28th to the 37th mile the outlet for the timber will be by the Wahnapiæ river to Georgian Bay.

Along the 40th, 41st and 42nd miles the country is rather hilly, with sandy soil, and the timber is spruce, poplar, birch, pitch-pine, balsam, etc.

The Upper Wahnapiæ river is crossed on the 41st mile. It is about two chains wide and from two to six feet deep, flowing southeasterly.

Near the end of the 42nd mile the line enters a level tract of country, which continues to the middle of the 54th mile. The height of land between the Georgian bay waters and those of the Montreal river is crossed about the 50th mile. Along these 12 miles the country is generally swampy with spruce and tamarac timber of fair size, sometimes open spruce swamp with small timber, and again, as on 52nd and 53rd miles, small spruce, tamarac and birch, level, sandy and no water.

From 53rd to 58th mile or Shining Tree lake, the country is again undulating, with a few hills and swamps, the timber is large pitch-pine, spruce, balsam, poplar, etc., with a belt of good red and white pine crossing the 56th and 57th miles.

The 58th and 59th miles of the line are in Shining Tree lake, the outlet of which crosses the 60th and 61st miles, and after running almost parallel to the line to the 63rd mile, makes its way to the Montreal river.

From the 60th to the 65th mile the country was burnt about 30 years ago and is now growing up with pitch-pine, birch and poplar. It is generally rocky and broken. The 66th and 67th miles are rather swampy, with large tamarac and spruce timber.

At 67 miles 57 chains 14 links a line drawn due west 28 chains 70 links connected my line with P. L. S. Sinclair's 60-mile tree on his traverse of Montreal river in 1867, said tree being 51 miles by the river from Fort Matachewan.

The 69th, 70th and 71st miles are along the Montreal river, crossing it three times. The river here is about two chains wide and from one foot deep on the rapids to 10 or 12 feet in still water. It widens in places forming long lakes. Along this river there is some clay soil, the first met with on the line; here, too, is to be found some large spruce and cedar and a few white pine.

Leaving the Montreal river at the 71st mile the line passes through a comparatively level country to the height of land between the Hudson's bay and the St. Lawrence river waters on the 76th mile. The soil is sandy and the timber pitch-pine, birch, balsam and tamarac, cedar, too, in places, generally large timber.

Upon leaving "Little Hawk Lake" at the 76th mile the line passes over the west side of a mountain 700 feet high and continues through a rough and broken country, crossing numerous lakes to the 98th mile. There are burnt stretches of country along this distance, growing up with pitch-pine, poplar and birch; the greater part of it, however, is green bush and the timber spruce, pitch-pine, poplar, white birch, tamarac, balsam and cedar. There are occasional patches of white pine and more or less scattering pine. Soil sandy. Along Kitchemene lake for some distance the timber was nearly all blown down, making the cutting out of a line a laborious matter.

P. L. S. Duncan Sinclair's exploration line of 1867 and latitude $47^{\circ} 56'$ north was crossed at 86 miles and 10 chains, and on his 24th mile.

On the 99th mile the line crosses a river flowing northeasterly to Night Hawk lake.

After leaving the 20 year old brule at the 101st mile, the line passes through a comparatively level and well-timbered country to the 109th mile, where it leaves the sandy soil and enters upon clay land, which continues to the 120th mile. The timber along this part of the line is spruce, tamarac, birch, pitch pine, poplar, balm of Gilead, cedar, etc. The last white pine noted was on a rocky ridge at the end of the 112th mile. The line was finished on the Huronian formation on level clay land with black mould, among large poplar, spruce, tamarac, balm of Gilead and balsam.

I have reason to believe that this kind of country extends west to the Mattagami river and a long distance north. The land east of Night Hawk lake and up the river is of a similar description; apparently the line had just entered upon a very large tract of rich agricultural land. One of the men said from the top of a tree, "I can see a whole county of it."

As will be seen by the plan, the line crosses numerous small lakes and streams, and the country may be said to be well watered. Burwash lake, draining into Georgian Bay, is of considerable area, and Night Hawk lake, about two miles to the east of the termination of the line, is about 8 by 10 miles. It drains into James' Bay, and is said to contain 50 islands. The route from this lake to Matachewan, after leaving the Night Hawk river a few miles, passes through a sandy, burnt country for some distance.

It is worthy of note that there has been no fire along the 100 miles during the last fifteen years, and the so called brule is the result of fires that happened from fifteen to forty years ago. The prevailing timber along the whole line is spruce. In places it is large and scattering, fit for sawlogs and from fourteen to twenty-two inches in diameter. It is of all sizes and ages, from the fifteen year old brule of two and three inches to the 100 year green bush. A great deal of it is from eight to twelve and fourteen inches. There is quite an amount of tamarac in the country fit for railway ties and a vast amount of pitch pine of large size, twelve to fifteen inches diameter; a few groves of maple were met with on the Georgian bay watershed. Towards the close of the work large and tall poplar was one of the principal kinds of timber. There is not much cedar in the country.

The geological formations passed over were the Laurentian and Huronian, but as Mr Burwash, who accompanied me, brought down a number of specimens of rock and will make a special report, I need say nothing more.

The lakes were well stocked with fish, pike, pickerel, bass and salmon trout. Moose and caribou were frequently seen. Partridge were more numerous towards the south

end of the line than the north. Beaver were occasionally met with, causing us some inconvenience with their dams.

The Montreal River from Matachewan to Lake Temiscamingue is a fine stream, with but few portages. It is generally about 200 feet in width and expands into lakes in many places. By the erection of a dam at the east end of Bay Lake—not far from Lake Temiscamingue—to flood a rapid of a few feet above the lake, the river could be made navigable for small boats for a long distance. There is quite an amount of good pine along the river and level clay land for settlement for many miles.

“Mount Sinclair” on Sinclair’s line, about 14 miles west of Matachewan and 6 miles east of my line, is a conspicuous land mark and said to be 1,500 feet over the general level of the country. The season was favorable for the work, very little time having been lost by rain.

In conclusion, I may say, that the survey was one that entailed a great deal of labor, difficult to get to and a difficult country to get through, hilly, brushy and heavily timbered. Twice out of provisions, and a canoe journey of 150 miles at the close of the work.

I have the honor to be, Sir,
Your obedient servant,

A. NIVEN,
Ontario Land Surveyor.

Honorable J. M. GIBSON,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 26)

TOWNSHIP OUTLINES.

DISTRICT OF RAINY RIVER.

COLLINGWOOD, ONTARIO,

November 30th, 1896.

SIR,—I have the honor to submit the following report on the survey of township outlines along the line of the Canadian Pacific Railway, in the District of Rainy River, performed during the past summer under instructions from your Department dated the 10th of July, 1896.

The work is a continuation of that begun in 1891 and which has been carried on each season since that time, and consists in a traverse of the railway track from which work the townships adjacent thereto have been located.

In addition to the traverse and to the location of township boundaries, portions of the latter were run.

In most cases, where practicable, these lines were continued to the nearest township corners.

I commenced the survey this year where I closed a year ago, viz.: At an iron plug at the intersection of the centre of the railway track with the division line between the districts of Thunder Bay and Rainy River, as run by O. L. S. Niven in 1890, and which is a little east of English River Station. From this point I carried the traverse on continuously to its intersection with the east boundary of the township of Van Horne, with which I connected it. This portion of the work is shown on sheets 1 and 2 in the returns of survey.

I then moved camp west of the surveyed townships of Van Horne and Eton, and again commenced a traverse westerly from the intersection of the centre of the railway track with the west boundary of the latter township, having definitely located this point by chaining this boundary south to the southwest corner of the township.

From this point I continued the work on the same system as heretofore till I intersected the east boundary of the township of Haycock, with which I connected the traverse and concluded this season's work.

This portion of the survey is shown on Sheet No. 3.

Posts made of iron gas-pipe, 1 5-16 inches in diameter, plugged and pointed and painted red, were planted alongside of wooden posts at all township corners to which I ran, as well as at the intersection of the township boundaries with the railway right of way. Both the iron and wooden posts were marked with the numbers of the townships on their respective sides, the former with a cold chisel, and in most cases stones were piled around the posts and bearing trees taken where available.

In addition to the posts above mentioned, flatted mile-posts, made of wood, were planted on the portions of the township boundaries that were run.

They were numbered from the south and east boundaries of the townships.

In carrying out the work this season, as heretofore, every railway station and siding, all bridges, culverts, and gravel pits, every mile-board, and also all mining locations or other grants of land adjacent to or near the railway, have been connected with the line of traverse and their exact positions shown on the accompanying returns.

From English river westerly to a point near Mackenzie creek, west of Brulé station the country is ill adapted for cultivation, but on approaching the above creek a decided change in the soil is observable. A good clay takes the place of the hitherto long extent of sand and gravel; the swamps become less frequent and with this change in the soil follows a corresponding one in the vegetation which it produces. The timber is larger, and what is particularly noticeable is the luxuriant growth of grass in the openings. This was generally clover and timothy, near the railway track, the seed of which was no doubt distributed during the construction of the road.

This belt of clay land may be said to extend westerly to about the neighborhood of Vermilion bay station, a distance of upwards of fifty miles from east to west, and includes the surveyed townships of Van Horne and Eton above referred to and the pioneer farm lately established by the Ontario Government.

From Vermilion bay west to the termination of the work the country is very rocky and is dotted over with small lakes and numerous swamps.

As a result of the several seasons' work since its commencement in 1891 a range of townships is now outlined, extending from what might be called the Sudbury district on the east to that of the Lake of the Woods on the west, a distance of nearly eight hundred miles, and connecting the surveys of older Ontario with those recently made near the western boundary of the Province.

I have the honor to be, Sir,
Your obedient servant,

E. STEWART,
Ontario Land Surveyor.

The Honorable J. M. GIBSON,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 27.)

REPORT
OF
THE SUPERINTENDENT
OF
COLONIZATION ROADS.

To the Honorable J. M. GIBSON,
Commissioner of Crown Lands,
Ontario.

SIR,—I have the honor to submit the following report of work done in connection with the Colonization Roads' branch of the Crown Lands Department during the year 1896.

One hundred and ninety miles of new road have been constructed, five hundred and fifty-eight and a half miles of old road have been repaired, and twenty-eight bridges, representing a total length of four thousand four hundred and seventy feet, have been built.

NORTH DIVISION.

ATIK-OKAN AND SEINE CANOE ROUTE.

This work was the opening of about six miles of portages for the purpose of giving canoeing and packing facilities over some sixty or seventy miles of mining territory in the Rainy River District, and connecting with the canoe and portage route from Lac des Mille Lacs in the Thunder Bay District. The portages opened were as follows :—

1, Baril Bay to Baril Lake; 2, Baril Lake to Burnt Lake; 3, Windigostigwan Lake to Elbow Lake; 4, Intervening Lake, involving two portages; 5, Elbow Lake to Crooked Pine Lake, with intervening lake where, 6, two portages are made; 7, portage across headland in Elbow Lake.

On the Atik-okan are, 8, portage from foot of Magnetic lake; 9, portage at foot of Sapawe lake; 10, portage 100 yards; 11, portage at first falls on river; 12, portage at rapids of 100 yards and choice of route to Steep Rock lake north through Mercury and Transit lakes; 13, easy portage of 50 yards; 14, portage at second falls; 15, portage from Steep Rock lake to Seine river.

On the Seine river are the following:—No. 16, at the first falls; 17, portage to Calm lake, about half a mile; 18 and 19, two short portages below Calm lake; 20, half mile portage; 21, short passage over naked rock; 22, 23, 24, three portages of about 300 yards each; 25, 26, two 100-yard portages; 27, 28 and 29, three of about 200 yards each at Sturgeon Falls.

ATWOOD ROAD.

One mile of road opened and generally ditched between sections 35 and 36 of the township of Atwood in Rainy River District, beginning at lot number 8 of River Range and working north.

Four bridges were built in connection with the work, aggregating a length of 109 feet.

BAR RIVER BRIDGE.

A bridge 70 feet long constructed over Bar river on section line between 7 and 8 Laird, and is comprised of four pile bents and two abutments upon which the superstructure rests.

About half a mile of road leading to the bridge was also opened in addition to the bridge work.

BALFOUR ROAD.

Repairs were made over 6 miles, from the centre of lot number 2, between concessions 2 and 3 west to Larchwood station.

Half a mile of road was opened on lot number 7 in the 4th concession of Balfour and an equal length in the 1st concession opposite lot number 3 to the boundary of Creighton; with another portion opposite lot 1 concession 1 Balfour. Good work is reported throughout.

BLAIR ATHOL ROAD AND LANDING.

A wharf having a frontage of 60 feet and length of 90 feet has been constructed at Emo in the township of Lash on Rainy River.

It is a strong pile structure and arranged to accommodate steamboats at high and low water.

The grant was insufficient to complete a road from the wharf to the main road, but it has been partially opened by voluntary labor.

Considerable improvements are being made at this point, and a flouring mill, public, and private houses are being erected. Many settlers from the eastern portion of the Province are expected to locate in the district during the coming season.

BRUCE MINES AND DESERT LAKE ROAD.

A continuation of work from that of 1892, namely, from a point about three miles north of Bruce Mines northward a mile and a half.

COYNE ROAD.

About ten miles of repairs were made from the north boundary of Lefroy through the township of Rose and into Galbraith as far as lot number four between the second and third concessions.

COFFIN AND COFFIN ADDITIONAL ROADS.

This was the improvement of a very stony hill and other portions of a road on lot 12, concession 2, of the township of Coffin, and excellent work reported for the small expenditure, \$105.40.

CROZIER AND LASH ROAD.

From Lavelle river between sections 4 and 9 of Devlin, where work was ended last year, three and a half miles were chopped and grubbed to unite with that portion before opened from the east end, and completing a connection from Emo to the Rainy River road in the township of Crozier, but still requiring further grading before it is available for summer traffic at all seasons. Further ditching and draining is also required in the vicinity of this road.

DESBARATS AND PORT LOCK ROAD.

Four miles of a new road opened from Desbarats station on the Sault branch of the Canadian Pacific Railway in a southwesterly direction, into the township of Tarbutt Additional, for the chief purpose of permitting settlers of St. Joseph Island to reach the railway.

GOULAIS BAY ROAD.

Some two hundred and sixty rods of ditching and gravelling through a wet clay flat which could not otherwise be permanently repaired. Gravel had to be hauled a long distance which made the work somewhat expensive.

GRASSY RIVER ROAD.

A bridge was constructed over Pine river on the town line between Patullo and Morley, having spans of each 35, 30, 25, and 25 feet. It is a pile structure with 3 inch pine plank covering and is 115 feet long.

A ditch a mile and a half long was also opened from Rainy River, between lots 20 and 21 River Range to connect with the ditch opened last year upon the south side of the bridge.

GREAT NORTHERN ROAD.

Half a mile of work upon a low flat involving the hauling of about 230 cubic yards of gravel. The municipality spent \$200 in making further repairs upon the same road.

HAUGHTON ROAD.

This road was continued from last year's operations a mile and a half southward towards Wells road.

HONORA BAY ROAD.

The work in this case was between concessions 9 and 10 and opposite lots 28 and 29 of Bidwell township on Manitoulin Island.

The work was expensive, being through an exceedingly bad swamp. There remains a short length to be crosswayed before the road, which is a rather important one, can be used at all seasons for heavy traffic.

JACKFISH BAY ROAD.

A road opened from the shore of a small lake at the head of Jackfish Bay of Lake Superior northward to Mocon mining location, passing on its way Empress mine.

The length is $4\frac{3}{4}$ miles, of which nearly $2\frac{1}{2}$ are chopped and grubbed 20 feet wide, with a considerable amount of levelling. The balance of the length is chopped and grubbed 15 feet wide.

KAKABEKA FALLS ROAD.

Repairs upon portions opened last year between Stanley and the Falls, but chiefly upon half a mile between Oliver road and the terminus of this road.

KEEWATIN BRIDGE.

A contract was made with the Central Bridge and Engineering Company of Peterborough for the construction, erection, and completion of a steel truss one span bridge, having a length of 222 feet from centre to centre of pins and clear roadway of 18 feet.

The superstructure is intended to rest upon cylindrical piers of steel and concrete in accordance with specifications furnished and which the above company has also contracted to erect at a rate per foot.

In consequence, however, of the unusually high state of the water during the past season it was found impracticable to determine a satisfactory foundation for one of the piers and the erection of the bridge has in consequence been held over for the present. It is intended to proceed at an early date and to have the work completed before the spring freshets.

All material for the superstructure has been delivered, and the piers are ready for shipment so far as the particular lengths could be specified.

In connection with this bridge are approaches at each end of considerable length and height which, with roads leading to and from the structure, the municipalities interested are to complete.

LAVELLE BRIDGE.

The repair of a bridge in Rainy River district on the main road, injured by spring freshets. A new pier was built and new stringers and covering through the entire length of 180 feet.

LARCHWOOD ROAD.

Three miles of winter road opened, two being from the west boundary of the township of Balfour, westward into the township of Dowling, on the north side of the Canadian Pacific Railway boundary, the other mile being from the former, north on the boundary between Balfour and Dowling. It is opened 12 feet wide.

MANITOWANING AND MICHAEL'S BAY ROAD.

In the township of Tehkummah on Manitoulin Island, a mile and a half of substantial repairs were made upon seven different portions of this and other pieces of roads which in connection with voluntary work done by the settlers, is reported by the inspector as very satisfactory.

McIRVINE ROAD.

Commencing at the Crozier and Lash road between sections 9 and 10 Crozier, this road was extended north two miles to the southwest angle of section 22, and thence east one mile to the southwest angle of section 23. The entire length was chopped and grubbed, and in addition, a ten feet trail was opened between sections 21 and 22 to allow some settlers to reach the main road.

MAY AND HALLAM ROAD.

Grading was done on the town line between May and Hallam, through concessions 1 and 2, two miles, with another half mile in the third concession. A good deal of gratuitous labor was contributed.

MINNEHAHA AND MANITOU LAKE PORTAGE.

Six miles of portages have been opened between Manitou lake and Minnehaha lake, with others of a shorter character, into Wabigoon lake. The work was done under direction of the Rat Portage Lumber Company, who show by statement and expenditure of \$1,182.45, and of which amount the Government has contributed \$350, with a balance of \$50 yet to be paid.

OLIVER TOWNSHIP ROADS.

Two miles on the town line between Oliver and McIntyre, through the second and third concessions, were gravelled and otherwise improved.

Further work was contemplated, but delayed owing to unfavorable weather. The municipality granted and paid \$100 on account of the entire work as projected, and as only \$332.36 have been spent the balance due should be re-voted.

PARKE TOWNSHIP ROAD.

From the second line of the township of Prince 2 $\frac{1}{4}$ miles were opened south from between lots 2 and 3, to connect with a road already in existence, and thus giving a line for through traffic.

PINE RIVER BRIDGE.

Built over Pine river on Rainy River road, the location of which was, however, changed somewhat in order to secure a better and cheaper crossing. The structure is 303 feet long, comprised of 11 bents of tamarac piles, forming two 40 feet spans, the balance being 25 feet openings. Clusters of piles were driven above the bridge for protection. Sixty chains of ditching was also done along the road, half a mile of the same having been also brushed and grubbed.

RAINY RIVER ROAD.

Between lot number 44 river range, Rodlick, and lot number 12 river range, Wood-yatt, 2 miles of a wet portion of this road were properly graded.

RAT PORTAGE AND WHITEFISH TRAIL.

A trail of about 6 miles of portages from what is known as Yellow Girl point to Turtle lake, together with the brushing of the lake, which is about 10 miles long.

RAYSIDE ROADS.

Repairs were made from about centre of concession 1 to concession 4, about 2 $\frac{1}{2}$ miles, and from the fourth concession, 2 miles were chopped out and a bridge built. Between concessions 3 and 4 from lot number 4 a new road was made to the boundary of Balfour, and a substantial bridge built over Chelmsford Creek, thus representing at least 3 miles of new work and more than 5 miles of repairs.

RED PAINT AND SAW BILL LAKE PORTAGE.

A portage from the south end of Red Paint Lake in a southeasterly course for about a mile and a half, where the direction changes to southwestward, passing through a chain of small lakes until Saw Bill Lake is reached at a distance of about six miles, and making, the inspector states, an excellent winter road.

ROBINSON, DAWSON AND BURPEE ROADS.

On the side road allowance between lots 20 and 21 of Robinson repairs were made through concessions 9 to 11 inclusive, nearly two miles of substantial work.

In the township of Dawson between concessions 9 and 10, and across lots 24, 25 and one-half of 26, a very bad swamp was ditched and gravelled, the length being five-eighths of a mile.

Again, in the township of Robinson, between concessions 9 and 10, a mile and a quarter was repaired across lots 21 to 25, both inclusive.

ROSE ROAD.

A new road opened through the centre of sections 29 and 30 from the Government road on section 32 to connect with another road leading to Coffin road in the township of Plummer. The length is nearly three miles, of which two were grubbed and levelled.

ST. JOSEPH ISLAND ROADS.

The work this season represents about three miles of road opened and nearly four repaired, distributed as follows:—The opening of nearly three-quarters of a mile between O and P concessions across lots 18 to 20; half a mile on the W and 14 concession road opposite lots 7 and 8, and a mile and a quarter chopped out and grubbed from D line south to connect with work done by the municipality.

Of repairs, two miles and a half were between lots 5 and 6, through concessions M to P; more than one mile improved by gravelling on the Milford Haven road between concessions U and R, and five-eighths of a mile on A line. A bridge was also built over a deep ravine on the F and G line opposite lot number 22; it is ninety-six feet long, having three main bents twenty-two feet in height.

SAVANNE ROAD.

A road on the west side of Savanne river between the Canadian Pacific Railway station and Savanne village, and the distance two miles.

The sum appropriated was only sufficient to open a little less than a mile and a half as the line is through an unavoidable and very wet swamp, involving heavy ditching throughout.

A bridge across the river is also a necessity before through communication between village and station can be established.

SOUTH BAY AND MICHAEL'S BAY ROAD.

About two miles of improvements upon various portions of roads in the township of Tehkummah on Manitoulin Island, between the points indicated by the above name.

SPANISH RIVER AND KENABUTCH ROAD.

The grading of two and three-quarter miles which were opened last year at a cost of \$117 per mile for winter purposes, and designated Spanish River Road.

SPANISH RIVER CABLE FERRY SCOW.

At Massey station on the C. P. Railway a cable ferry scow has been constructed for the convenience of settlers and the public.

The scow is 36 feet by 16 feet and held and controlled by a one inch iron cable 700 feet long firmly anchored and suspended over strong wooden bents or piers. The river at this point is about 500 feet across and expensive to bridge, but the present arrangement will, to a considerable extent, meet the requirements at that point or until a bridge is built.

SUDBURY AND WHITEFISH ROAD.

A bridge one hundred and five feet long was built over a creek on this road, and a mile and three-quarters of grading and double ditching up to Vermillion river. Half a mile was also opened west of the river.

THESSALON RIVER BRIDGE.

A contribution of \$100 was made towards the construction of a bridge over the river near Thessalon C. P. R. station, the estimated cost being \$400.

THOMPSON AND BRIGHT ROAD.

Excellent repairs, extending over two and a half miles in the township of Bright.

THOMPSON AND PATTON ROAD.

About four miles of this road were roughly opened between lots 10 and 11, from the fourth concession of Patton south to Mississaga river; and in the township of Thompson a mile and a half was very fairly graded from the railway north between sections 20 and 21. The road is almost a direct one to Dean Lake station and therefore important.

VICTORIA AND SALTER TOWN LINE ROAD.

Half a mile opened on the town line named from the railway to the centre of section 31 Salter, and thence east on centre line of said section another half mile, all being new work. The intention is to continue the road south to Spanish river for more general service.

WABIGOON BRIDGE.

Owing to difficulties in getting necessary material across the lake the completion of this structure is delayed, but iron, and timber to the extent of 16,000 feet B. M. has been procured. The site of the bridge is over Wabigoon river on lot number 4, concession 5, township of Van Horne.

WAINWRIGHT AND VAN HORNE ROAD.

Eight and a quarter miles have been opened as follows:—From the line between concessions 5 and 6 Van Horne, and about that between lots 4 and 5 east between the concessions named a mile and a quarter to the centre of lot number 2, and again between lots 4 and 5 one mile was opened north to the boundary of Wainwright and continued another mile north to the line between concessions 1 and 2; thence west one mile, and thence north between lots 6 and 7 three miles to the line between concessions 4 and 5. A mile was also opened in the latter township between concessions 1 and 2 across lots 3 and 4. The whole length was brushed and grubbed with over three miles of grading. Seven bridges, aggregating a length of three hundred and seven feet, were also built.

WEBBWOOD AND BIRCH LAKE ROAD.

The portion opened last season, namely, from lot 8 to lot 12 in the 6th concession of Hallam has this year been properly graded, the length being two miles.

WHITEFISH VALLEY ROAD.

Something more than a mile and a half made from Whitefish Valley bridge built last year on lot 7, concession 4 of Gillies, and connects with Rabbit Mountain and Whitefish Lake road. The object of this road is to open into the township of O'Connor and adjacent townships.

WOODYATT ROAD.

From its intersection with Crezier and Lash road, between sections 8 and 9 Devlin, this road was opened north two miles to the corners of sections 20 and 21 of the same township. It was chopped and grubbed throughout.

The opening of a ditch is recommended from a lake at the north end of lot 33 river range in Woodyatt to run east 2,950 feet to a creek for the protection of the roads against washing and flooding.

WORTHINGTON AND WHITEFISH ROAD.

Two miles of winter road opened on the town line between Denison and Louise from last year's work, lot 9 (wrongly given in previous report as lot 3) east.

WEST DIVISION.

ARMOUR AND STRONG ROAD.

Between lots 4 and 5 through the second and third concessions of Strong, a good road has been opened and a bridge erected over the outlet of Horn lake. The work was unusually heavy and the grant was only sufficient to open a mile and quarter.

Settlers have opened it some distance southward, leaving yet, however, a mile to construct before full connection is made with a good highway to Burk's Falls, the market town of that district.

ARMOUR, 25 AND 26 SIDE LINE ROAD.

Commencing at the third concession on the side road indicated the road was opened through lot 26 in the second concession and lot 27 in the first concession to the town line between Armour and Perry, from whence the work was continued east on the said town line some 40 rods, and length altogether of $1\frac{3}{4}$ miles. It is entirely new work and well grubbed and graded throughout.

BEAVER CREEK BRIDGE.

A bridge built over Beaver Creek in the township of Monck, on the main road near the outlet of the creek. It is 64 feet long, of piles well driven, covered with 3 inch planking. One-third of its cost is to be borne by the municipality.

BEGGSBORO' ROAD.

The repair of this road through concessions 13 and 14 of McMurrich to Beggsboro' Mill, and was formerly known as Doe Lake road. A fair road is now made from Ryerson township to the railway at Sprucedale, and it is the mail route also.

BETHUNE, 12 AND 13 CON. ROAD.

Half a mile opened across lots 15 and 16 to enable certain inhabitants to reach Kearney railway station. The immediate district is somewhat rough and hilly, but better lands are said to be a "little further ahead," and more suitable for agricultural purposes.

BLACKSTONE ROAD.

Three miles of repairs from Parry Sound road to Blackstone lake, the road being in the townships of Foley and Conger.

There are many settlers in the vicinity of this lake notwithstanding the somewhat rough and broken character of the section.

BROAD RIVER BRIDGE.

A bridge on the Parry Sound road over Broad river, and now in course of construction. Work was held for sleighing as it was apparent that it could be built at less cost in this way. It will be 170 feet long and of a very permanent character. \$400 have been paid on account.

BURPEE ROAD.

The opening of 3 miles, beginning at lot 10, concession 1, Burpee, thence through lots 10 and 9, concession 2; lot 8, concession 3, and lots 9 and 10, concession 4. A rough but strong bridge was built over Shawanaga river having one 32 feet span, and two shorter ones. About half a mile of repairs were made beside in the township of Ferguson.

CARDWELL, No. 3 ROAD.

Nearly a mile and a quarter opened from Cardwell road to concession 12, between lots 25 and 26. It is an important connection and is also through good agricultural land, which is being rapidly occupied by settlers.

Five-eighths of a mile of repairs were made over the portion previously opened.

CE-CEBE LAKE ROAD.

One mile and five-eighths of a mile opened through heavily timbered land commencing at the 11th concession, between lots 25 and 26 of Ryerson, thence northward to the road allowance between concessions 12 and 13, thence east to lot number 21. The object is the opening of a way to Ce-cebe lake and steamboat landing on lot 21, concession 13.

CHISHOLM, 8 and 9 CON. ROAD.

The ditching and grading of two and three-quarter miles which had been roughly opened by settlers. The work was from Himsworth town line eastward to lot 12, connecting with Himsworth and Chisholm road which leads to the railway at Powassan.

CHISHOLM, 18 CON. ROAD.

A bridge 86 feet long and 13 feet high with a main opening of 30 feet was built over Wisawasa creek, and half a mile of new road opened and well grubbed and graded. The road ends at lot 18, making now 2 miles opened from Wisawasa road, which is between lots 10 and 11, and the settlers in the vicinity of the new road can now reach the railway.

CHRISTIE, No. 2 ROAD.

From the town line between Christie and Humphrey northward a little more than three and a half miles were thoroughly repaired and graded, the work extending to Maple Lake station on the Parry Sound railway.

CHRISTIE ROAD.

This was the repairing in a very permanent manner of two and a half miles from about a mile and a quarter east of Parry Sound eastward. Another two miles were less permanently improved but still made very passable.

COMMANDA BRIDGE.

The renewal of a bridge on Commanda Lake road across the narrows between Restoul and Commanda lakes.

It is 90 feet long with a main opening of 33 feet, and having the main piers 10 feet high built upon rock foundation. Another bridge was built over Barton creek on the same road of a somewhat rough character but strong, and a smaller one with a 20 feet opening was also built over a branch of the latter creek.

CROFT, 30 AND 31 SIDE LINE ROAD.

A bridge 150 feet long was built over a deep ravine and creek as an urgent necessity in opening a way for settlers to a road leading to Dunchurch and Ah-mic Harbor. The bridge is 12 feet high and resting upon 7 bents.

DOUDLE AND BARTON ROAD.

An extension from the Rosseau and Nipissing road between concessions 14 and 15, Gurd to unite with Commanda Lake road in the township of Pringle. One mile was chopped out, and two and a half miles of road previously opened were graded.

It is a most useful road and through a good district already largely occupied.

DORSET BRIDGE.

A bridge 223 feet long, built at Dorset to replace a structure which, through age, had become dangerous. It has one 51 feet clear span, two 25 feet spans and two 20 feet spans. The construction of the bridge maintains connection with settlements north and south on the Bobcaygeon road. Its comparatively low cost is due to the fact that much of the principal material was procured at the cost of haulage only.

DRAPER, 7TH CON. ROAD.

This work was the opening of two and a half miles in the 7th concession of Draper on the north side of Muskoka river, between lots 8 and 18. It is opened about 30 feet wide and is of easy grade throughout. A considerable quantity of timber (15,000 ft. B.M.) was used for bridges over creeks and ravines.

The municipal council contributed \$50.

DUNCHURCH BRIDGE.

A structure 90 feet long built across the narrows of Whitestone lake. Its main opening is 28 feet, with two others of 16 feet each, the centre pier being 9 feet high. The whole structure is of sawn timber with 3 inch covering.

EAST RIVER BRIDGE.

A bridge built over East river in the 8th concession of Chaffey. It has one main opening of 60 feet and two of 16 feet each. The piers are 10 feet high and the total length of structure 115 feet. About 1,100 cubic yards of material were moved by scraping in order to make proper approaches.

GOLDEN VALLEY ROAD.

Nearly two miles of repairs from lot number 7, between concessions 9 and 10, westward.

HIMSWORTH AND LAURIER T. L. ROAD.

This was the opening of a little less than a mile on the town line named to meet a road to the railway at Trout Creek. It serves settlers to the west and south and is of general advantage to that district.

HIMSWORTH AND CHISHOLM ROAD.

The grading of half a mile of the Black Creek flats between concessions 10 and 11 and opposite lots 9 and 10 of Chisholm. Earth to the amount of 2,000 cubic yards was moved in raising the road above high water mark.

INDIAN PENINSULA ROADS.

Upon the east side of the Peninsula (county of Bruce) on Peninsula road proper, nine miles were repaired from the limit between Eastnor and Lindsay north to lot number 35 of the latter township. Five miles were also improved from lot 25, concession 8, E.B.R., northward; and again, through almost the entire township of Eastnor upon the same road repairs and improvements were made.

Upon the west side of the Peninsula, in the township of Albemarle, 5 miles; in the township of Eastnor, 4 miles; and in the township of Lindsay, 9 miles were repaired, giving a total of 43 miles of improvements upon the two main roads.

KELLY'S SWAMP ROAD.

A bridge built on the side road between lots 30 and 31, of Gurd, over Black creek, having a main opening of 30 feet and 225 feet of earth approaches.

Half a mile of road was also repaired from Westphalia road northward.

McDOUGALL ROAD.

Repairs from lot 27, concession 2 of McDougall eastward two and three-quarter miles to Mill lake. This is a portion upon which there are very few settlers, while east and north there are many who use and require it going to and from their chief market town, Parry Sound.

McMURRICH 30 SIDE LINE ROAD.

A mile and a quarter of work, half a mile being the repair of a piece previously opened; the balance being new and of a heavy character. The grant was insufficient to complete the opening to the railway as was contemplated.

McKELLAR CENTRE BRIDGE.

A bridge one hundred and sixty-four feet long, including approaches erected over Seguin river on McKellar Centre road, lot 22, between concessions 3 and 4 McKellar.

Its height is fourteen feet and main opening thirty-two feet.

MAPLE ISLAND BRIDGE.

Necessary repairs and covering anew with three-inch plank of this structure, which is on the Northern road near the town line of Ferris and McKenzie. The bridge is one hundred and four feet long.

MAGANETAWAN ROAD.

The repair of a very rough and broken section from the outlet of Ah-mic lake westward towards Ah-mic harbour.

Twenty-five stone culverts were constructed and a considerable quantity of cross-ways was also laid, accounting largely for the short length of a mile and a quarter which was improved.

MAGANETAWAN RIVER BRIDGE.

A structure erected over Maganetawan river on the town line between Bethune and Proudfoot. It has a main span of fifty-five feet and total length of one hundred and one feet.

The bridge is on a main road leading to Kearney station on the Parry Sound railway, and therefore of great value to the community.

MARKSTAY AND KOO-KA-GAMING ROAD.

This work was the location only of a road from Markstay station of the C. P. Railway northward through the townships of Hagar, Loughrin and Davis to Koo-kagaming lake, about and near which are a number of mining locations. Some fair land is reported on the line of the road.

MUSKOKA ROAD.

A continuation northward between lots 15 and 16 of Gurd, through concessions 7 and 8 and into the first concession of Nipissing.

The length opened was a mile and a half; and another mile would complete it to Alsace road between concessions 1 and 2 Nipissing. Upon a southerly portion of this same road two and a half miles were repaired in the township of Armour between concessions 3 to 8.

MUSQUOSH ROAD.

Two and a half miles of substantial repairs from lot 28, concession 7 Muskoka township to the east town line of the township of Wood. This is the only present highway between Gravenhurst, Bala and Georgian Bay.

NORTHERN ROAD.

From lot 10, concession 14, Ferris, five miles of partial repairs were made towards Golden Valley road in the township of Pringle.

NORTH-WEST ROAD.

Repairs were made over about two and a half miles, beginning between lots 9 and 10 concession 2 Carling, thence south to the township of McDougall, thence about a lake shore on lot 5, concession 12 to the road allowance between lots 5 and 6 through the 11th concession where it joins the Carling road.

PERRY 5 AND 6 SIDE LINE ROAD.

Two miles and a half opened on this side line through concessions 3 to 6, inclusive, and reaching the Parry Sound railway. It is a most useful work, and although somewhat rough as a road, is already in use by settlers hauling wood and tanbark to the railway.

PORT COCKBURN AND CHRISTIE ROAD.

The substantial repairing of four and a half miles between the south boundary of Christie and Port Cockburn. This work connects with Christie No. 2 road, which was also thoroughly repaired, making an excellent highway between the Parry Sound railway at Maple Lake station and Lake Joseph. The municipality of Humphrey is to give a contribution on account of the above.

ROSSEAU RIVER BRIDGE.

For this expenditure, \$116.89, a bridge seventy feet long was built over Rosseau river on the Cardwell road, the municipality providing all material. It has one span of 35 feet and one of 20 feet.

RYERSON JUNCTION ROAD.

Repairs were made over portions of five miles, but the chief work was upon three bad hills, which have been materially reduced and improved. It is the main road from Burk's Falls westward.

SEVERN RIVER BRIDGE.

A contribution of \$1,500, equal to about one-third the cost of a steel bridge constructed across the Severn river between the townships of Morrison and North Orillia. The length of the steel portion is 215 feet 6 inches, divided into three spans, which rest upon stone piers and abutments. Solid earth approaches at each end, 381 feet long together, complete the work in a very substantial manner at a total cost, as reported by the bridge commissioner of the county of Simcoe, of about \$4,500.

SHORTS' MILL ROAD.

The repair of a mile and a half of this short road, which is from the Northern road westward through the 4th concession of the township of McKenzie and through lots 1 to 8 or 9.

SINCLAIR, 9 AND 10 CON. ROAD.

Two and a half miles opened on the concession line mentioned between lots 20 and 30. The district is somewhat hilly, but nearly all the land on this new line is located, and many are now resident there.

SOUTH RIVER BRIDGE.

The renewal of a bridge built in 1879 at Nipissing village at the end of the Rosseau and Nipissing road. It was built at that time by contract and cost \$1,145.

The new structure is reported as an excellent one and the cost, \$762.28, very reasonable.

The structure is 182 feet long, having two 40-foot spans. One pier, which is 26 feet high, is, with another 16 feet high, filled with stone.

SURPRISE LAKE ROAD.

From the railway crossing, lot 2, concession 5, Laurier, repairs were extended a mile and a quarter to lot 7 through a very broken country, but the only outlet for settlers in the northern portion of the township to their market at South River.

TASSO LAKE BRIDGE.

Repairs to this structure, which is on the highway to Algonquin Park. Lumbering operations and floods made it necessary to raise a portion of the bridge, which, with other work, cost \$219.18.

WESTPHALIA ROAD AND BRIDGE.

Work, as to the road, was the substantial improvement of three seriously bad hills east of Trout creek and approximately between concessions 2 and 3 of Himsworth.

The bridge work was the driving of four pile bents under an 80 feet span, thus reducing the openings and making the structure firm and safe.

WILLETT ROAD.

One mile and a quarter of repairs upon this road, which was opened last year and upon which there is a large traffic.

WILSON LAKE ROAD.

This road passes through lots 32 and 33, concession 12, and lots 33, 34 and 35, concession 11, of the township of Mills, and was partially opened last year. This season one mile was chopped out, making the whole length passable in a somewhat rough district.

WOLF RIVER BRIDGES.

A bridge 250 feet long was built over Wolf river on Mills road, having two abutments and five piers, with average height of twelve feet. Cost, \$485.09.

Another bridge on Upper Wolf river, on the Northern road, was repaired, with four bad hills between Commanda and Golden Valley roads, the latter repairs costing \$105.09.

EAST DIVISION.

ADDINGTON ROAD.

Three sections of this road were repaired, namely:—eleven miles from the south boundary of Abinger northward; nine miles from Kaladar station of the Canadian Pacific Railway southward to lot 23, concession 4, Sheffield; and thirdly, four miles of repairs from a point about five and half miles south of Peterson road southward.

ALICE, 10 AND 11 SIDE LINE ROAD.

This is one mile of new work through concessions 9 and 10, and of great advantage to settlers living in the southern part of Alice.

ALICE, 20 AND 21 SIDE LINE ROAD.

This also is the opening of one mile through concessions 9 and 10 on the side line named. A quarter of a mile remains unopened for want of funds.

BARRY BAY AND BELLS RAPIDS ROAD.

Commencing about four miles west of Barry Bay where work ended last year, two and a half miles were well repaired.

This road is the chief highway from the north portion of Bangor to the Ottawa, Arnprior and Parry Sound Railway at Barry station.

BARRY BAY AND COMBERMERE ROAD.

An old settlers' road and lumber trail about thirteen miles long between Combermere and Barry Bay station and the O. A. and P. S. railway, which was repaired in some degree throughout the entire length. Further work is however necessary before it can be said to be in good or even in fair condition for general traffic.

BATTERSEA ROAD.

Three miles of excellent work in grading and general repairs beginning at lot 16, concession 4, Storrington, and extending eastward towards the Rideau canal in the eastern part of the township.

BEXLEY ROAD.

Between Victoria road and Cobocok, (about nine miles), there is much travel, but a considerable portion of the length is through a somewhat barren district, making it difficult to maintain by local labour. For the grant this year \$300, and a further contribution of \$100 by the municipality, eight miles of the distance were very substantially improved.

BLEZARD ROAD.

Three and three quarter miles of new work from Blezard mine northerly, the object being to serve and further encourage a settlement about Whitney lake where there is a considerable quantity of agricultural lands and some thirty persons already in occupation.

BOBCAYGEON AND NORTH-WEST ROADS.

From a point three quarters of a mile north of Black river four and a half miles were opened northward, and from the same point of beginning repairs were made southwards nine and a half miles, all upon the Bobcaygeon road.

On North-West road four and a half miles of general repairs were made from lot 6, concession 13, to lot 17, concession 10, Dysart.

BONFIELD, 3 AND 4 CON. ROAD.

This is really the opening of the road allowance between lots 30 and 31 through concessions 3 and 4, a length of a mile and quarter. Work was also done on the 4th concession line in repairing some very bad hills opposite lots 29 and 30.

BONNECHERE BRIDGE.

This is an uncompleted work, it being determined that its erection could be done with more economy after the formation of ice. It will be a bridge of cedar 150 feet long with main opening of 25 feet, and main piers 20 feet high. The material is furnished by the municipality.

BROMLEY, 12 AND 13 PROOF LINE ROAD.

One mile of repairs on this line in the 7th and 8th concessions of Bromley. It was a low wet portion requiring grading and gravelling. This road is the most direct route between Douglas and Cobden station on the Canadian Pacific railway.

BROMLEY, 27 AND 28 SIDE LINE ROAD

This work was from concession 5 to the west boundary of the township of Bromley, on or near the line between lots 27 and 28. It had been roughly opened by the settlers through the two miles which were improved.

BRUDENELL AND KILLALOE ROAD.

A new portion opened from the 16th concession of Brudenell northward between lots 9 and 10, two and a half miles, which were very well prepared for winter use at any rate, to enable settlers to reach Killaloe station on the Ottawa, Arnprior and Parry Sound railway.

BUCKHORN ROAD.

From Hall's Bridge about lot number 12, concession 8, Harvey, repairs were made northward to Gooderham station, on the Bancroft, Irondale and Ottawa railway, in Cavendish, the distance being twenty-three miles, and the improvements extending over the whole length.

Two miles of work was also done in the township of Smith upon some hills which, owing to their bad condition had practically been abandoned by the public. The Government grant of \$500, supplemented by a grant of \$300 from the township of Smith, was spent upon the two miles referred to, and the expenditure is said to have given universal satisfaction.

BUCHANAN ROAD.

A road from Chalk River station on the Canadian Pacific railway to the Ottawa river, which have been chopped out by the settlers. Two miles were improved this season, and with last year's work, opens the entire length.

BURLEIGH ROAD.

Fifteen miles repaired from Burleigh Falls northward. A considerable portion of this road, which is the main one in the county, passes over a somewhat barren range which the inhabitants do not appear able to properly maintain without occasional assistance.

BURNT RIVER BRIDGE.

This bridge which is on the Bobcaygeon road near Kinmount, is one of considerable size having two 60 feet clear spans. It was built about 18 years ago and therefore naturally in need of renewal. The structure was thoroughly overhauled and repaired, and made safe for perhaps eight or ten years.

The township of Somerville contributed \$150 of the expenditure, the balance, \$249.90, being contributed by the Government.

CALDWELL ROAD.

This work is from the town line between Dunnet and Kirkpatrick west between concessions 5 and 6 to lot number 9, a length of four and a half miles, 3 of which was construction, and the balance improvements of portions previously opened.

A portion of the new road was through cleared land, easy to make and accounting for the unusual length built for the appropriation.

CALDWELL, No. 3 ROAD.

Three and a half miles opened across lots 9 to 12, inclusive of Caldwell, and lots 1 and 2 of Kirkpatrick, all being along the line between the 2nd and 3rd concessions.

Two miles were partially graded, the balance being but roughly opened in order to accommodate some fifteen or more settlers of Kirkpatrick, shut in for lack of a road.

CALDWELL AND WARREN ROADS.

A contribution made on account of some four miles of colonization roads and a bridge built by the Imperial Lumber Company, and representing a cash outlay of \$2,000 or over.

CARDEN AND DALTON T. L. ROAD.

This was the opening of a mile and a quarter of new and heavy road on the town line between Carden and Dalton, from concession 5 Carden westward. A bridge of considerable dimensions was also built over Swamp creek. A short length remains unfinished for want of funds, but when completed it will give a highway to market for many settlers, several miles shorter than they have been obliged to travel.

CARLOW ROAD.

Repairs from lot number 20, concession 9, to the same lot number in concession 7, of the township of Carlow, two and a half miles. It is a valuable road for settlers in the west and north portions of the township.

CAVENDISH ROAD.

From lot number 23, concession 15, eastward, to the boundary line of Cavendish, seven miles were repaired, and again, over what is called Reid road, but in reality part of the first named, three and a half miles were repaired and much improved. One mile of new road was also made in the 15th concession to connect with Buckhorn road. A highway is thus opened between the last named road and Kinmount and also to Gooderham railway station. The township of Cavendish, the inspector states, is being rapidly settled.

CHANDOS ROAD.

Several short roads have been repaired, amounting to three miles and a half; and one mile of new road was opened, all leading into a cheese factory recently established and to which there were no adequate roads. The work was all within the township of Chandos and as follows:—From lot 9, concession 2, to lot number 12; from lot 11, concession 7, to lot number 19; from lot 25, concession 14, to lot 25, concession 15, and from lot number 8, concession 10, to the same lot number in the 12th concession—a large amount of work for the expenditure.

CHALK RIVER BRIDGE.

The repair of a bridge over Chalk river, between concessions 6 and 7, Buchanan. It is one hundred and thirty feet long and was recovered, new hand-railing and other necessary work.

COCHRAN'S CREEK BRIDGE.

A bridge on lot number 12, concession 6, North Algona, which, having been very much injured by spring freshets, has been well repaired.

COE HILL AND CHANDOS ROAD.

A bridge was built over Deer river on the line of this road at its southern end, but no other work was done upon the road this season.

CONNELL'S ROAD.

A new road opened from lot number 7 of the 16th concession of Bedford northward a mile and a quarter, making a direct road from Opinicon to Bedford Mills.

COUCH ROAD.

For this comparatively small outlay (\$200) three miles were repaired and one mile opened, the work being from lot number 2, concession 7, southward to lot number 12 in the 6th concession of Chandos.

D'ACRE AND SCOTCH BUSH ROAD.

Repairs from D'Acre on the Opeongo road northward about two miles, and is for the accommodation of a large number of settlers in the south part of Grattan.

D'ACRE AND OPEONGO ROAD.

Beginning at lot number 9 in the 8th concession of Admaston repairs were continued to lot number 19 in the 6th concession of the same township, making a very good waggon road to Renfrew; length repaired, two miles.

DUMMER 9TH CONCESSION ROAD.

A course of general repairs extending from lot number 7, concession 9, to lot number 30 of Dummer. It is the main road to market for settlers in and about Stony lake, and the country through which the road passes is somewhat rough and broken. The county and the municipality of Dummer contributed each \$50 towards the work.

DUNNET ROAD.

The object of this work is to open a road from Warren station on the C. P. Railway in a southwesterly direction about seven or eight miles to what is called St. Albert settlement, which is reported as good agricultural land, and where some seventy-five persons are already located. The work this season was the repairing of two miles from the line between concessions 5 and 6 and between lots 2 and 3 south to the line between concessions 4 and 5, and thence west one mile. A new portion was then opened from the point last reached west to the line between lots 6 and 7 and thence south to about the line between the 4th and 5th concessions, all in the township of Dunnet. The continuation of this road would appear to be desirable.

EGANVILLE AND BRUDENELL ROAD.

Repairs from the intersections of above-named road with Eganville and Foy road northward three miles. The road is used chiefly by South Algona settlers.

ELGIN AND BEDFORD MILLS ROAD.

From lot No. 19 in the 6th concession of South Orosby, westward, about three miles to lot 22, in the 9th concession, what was but a rough trail has now been formed into a fair waggon road, and the only one which a number of settlers have to reach the Brockville and Westport railway.

FERRIS, 10 CON. ROAD.

Commencing between lots 20 and 21, repairs were made over two miles of portions opened during the past two years; new work beginning at lot number 26, concession 10, and continuing southwesterly to South East Bay, a length of a mile and a half, which latter was graded and ditched.

FRONTENAC AND CLARENDON STATION ROAD.

A road between Ardoch, on the Frontenac road, and Clarendon station, of the Kingston and Pembroke railway. Its length of ten miles, which is through a rough section, was more or less repaired throughout.

GALWAY AND CAVENDISH ROADS.

Through the township of Galway about eighteen miles of repairs and improvements were made upon various roads, chief among which were those between concessions 10 and 11 and between concessions 12 and 13. The inspector reports having driven through almost the entire township, in order to determine and point out where work was most required. In Cavendish several leading roads were improved, the chief work being, however, upon that from lot number 1, concession 18, eastward to Buckhorn road, at lot number 17. Half a mile was opened of Beech road, which leads to the Buckhorn road, making altogether seven and a half miles of repairs and the half mile of new work.

GALWAY, 4 AND 5 CON. ROAD.

One mile of road was opened on the south town line of Galway as part of the work contemplated, and which, while not on the line designated, is used as a continuation of it, as it reaches Nogie's Creek road and Bass Lake settlement. Upon the 4th and 5th concession line proper about two miles of very heavy repairs were made.

GELERT ROAD.

This main highway, between Minden and Gelert stations on the railway, was repaired over six miles.

GREEN BAY ROAD.

Commencing at lot number 26, concession 6, of Bedford, repairs were extended nine miles to Tichborn station, on the Kingston and Pembroke railway, the municipality contributing \$100 towards the work.

GRAHAM'S CREEK ROAD.

Nearly a mile of heavy work on the 12th and 13th concession line of Chisholm, and which, with a bridge built by settlers over Graham's creek, now connects with Wisawasa road, leading to South East Bay on Lake Nipissing. Some gratis labor was given by the settlers in order to complete the connection.

GRATTAN, 18 CON. ROAD.

A mile and a half of repairs on the concession line mentioned between lots 24 and 30.

HAGARTY, 3RD CON. ROAD.

A rough and stony portion one mile in length, between lots 25 and 29, was much improved. The road leads to Wilno on the Ottawa, Arnprior and Parry Sound railway.

HAGARTY, FIRST PROOF LINE ROAD.

Two miles opened between lots 5 and 6, from concession 12 southward. When completed this will be a direct road for settlers in the northwestern section of the township to Killaloe station on the railway.

HARDWOOD SETTLEMENT ROAD.

From a point about three miles southwest from Mackey station on the C. P. railway, in the township of Head, four miles were improved southwesterly.

HARVEY, 29 AND 30 ROAD.

Two miles opened from the 18th concession eastward, between lots 29 and 30, to Nogie's creek, thus giving communication between Bobcaygeon road, Nogie's creek, and Silver Lake settlement in Galway, and saving many miles in length of travel to settlers.

HASTINGS ROAD.

Two portions were repaired—namely, from the south boundary of Nipissing district southward four miles, to meet the work of last year; and again between Umfraville and Ormsville north to L'Amable, eleven miles.

HEAD, 8 CON. ROAD.

This road, which is really a portion of the Pembroke and Mattawa road, was repaired from the south boundary of Head, five miles, to Mackey station, on the Canadian Pacific railway.

HINCHINBROOKE ROAD.

Repairs from lot number 5, concession 14, Portland, extending south to Conroy's creek, on lot 6, concession 11, about three miles.

HUGEL AND BADGEROW ROAD.

One mile was opened on the limit between Hugel and Badgerow, through the first concession; and four miles through concessions 3 to 6, inclusive of Badgerow, on or about the line between lots 6 and 7. Two miles were repaired between Caldwell and Badgerow, from the west boundary of the latter township east. A bridge one hundred and fifty-five feet long was built over Gully creek, on lot 7, concession 6, Badgerow.

JACKS LAKE ROAD.

Commencing between lots 22 and 23 of Burleigh, and on the town line between Chandos and Burleigh, the said town line was opened southward a mile and a quarter towards Jacks lake, where good land is understood to exist, and which this road will no doubt enhance in value.

KILLALOE AND McLACHLIN'S ROAD.

A mile and a half opened on the 7th concession line of Hagarty, from its intersection with the road allowance between lots 5 and 6, and formed into a good waggon road leading to Killaloe station on the O. A. and P. S. railway.

LOUGHBORO' ROAD.

This is the boundary between the townships of Portland and Loughborough. Substantial repairs and grading were done over a mile and a quarter, from the south end of the 2nd concession of Loughborough northward into a cheese factory.

LYNDOCH AND FOYMONT ROAD.

A road opened by settlers from Foymont P. O., on the Opeongo road, southward through portions of Brudenell and Lyndoch. Its length is about nine miles, of which a mile and a half in Brudenell was repaired.

MATTAWA AND TEMISCAMINGUE ROAD.

Two and a half miles of excellent repairs between Mattawa and Antoine creek, in the township of Mattawan.

MCAARTHUR'S MILL ROAD.

From lot number 20, concession 2, Carlow, repairs were made southward to the same numbered lot in the 14th concession.

MISSISSIPPI ROAD.

Repairs from McLaren's depot westward to Ompah, eleven miles.

MONCK ROAD.

From Rathburn west to the Rama road four miles were macadamized, using a stone crusher which was furnished by the municipality. A rough and rocky section of the township of Digby, two and a half miles in length, was also repaired. There is good land upon each side of this latter section and the entire traffic between Norland and Sebright is over the Monck road.

MONTAGLE ROAD.

This was the opening of three and a quarter miles from lot number 25, concession 3, to lot number 21, concession 6, in the township of Montagle.

MOUNT ST. PATRICK ROAD.

Repairs extending from lot number 4, concession 14, three and a half miles to lot number 11, concession 10, all in the township of Brougham. It is the only outlet which settlers have in the west part of the township.

MUD CREEK BRIDGE.

The completion of a low bridge more than nine hundred feet long in the township of Herschell, the renewal of which was begun the previous year and referred to in my report upon *Hastings Roads* of 1895, nearly five hundred feet were added this season.

NCGIE'S CREEK ROAD.

From lot number 22, concession 17 Harvey northwestly to the boundary of Galway, five and a half miles were generally and carefully repaired, including the renewal of any crossways and bridge approaches which had been severely damaged by fire and flood. The road opens into the Bass Lake settlement and also into Swamp Lake settlement in Galway, where fairly good land exists.

NORTH HARVEY ROAD.

This is a leading road from Bobcaygeon to Burleigh Falls, passing through Deer Lake settlement, and it has opened up some fine farming lands. It was repaired this season over twelve miles from between lots 20 and 21, concession 12 Harvey eastward to the township's eastern boundary; the township of Harvey contributing \$100 to aid the work.

NORTH METHUEN ROAD.

Nineteen miles of repairs from Sandy lake in Methuen to the Wellington road in Chandos; the road being the main line from Havelock and Norwood to Apsley, Coe Hill and elsewhere.

OPINICON ROAD.

General repairs from Perth road eastward about five and a half miles.

OPINICON AND WESTPORT ROAD.

Three and a half miles of repairs from lot number 7, concession 16, to lot number 12, concession 14, of Bedford. Several diversions were necessary to accommodate the travel upon it, which is mostly into a cheese factory at Bedford Mills.

OPRONGO ROAD.

Repairs from about one mile west of Barry's Bay westerly, four miles, and again from Shamrock westward, three miles.

PAPINEAU 10 CON. ROAD.

A mile and a quarter ditched and graded from lot number 30 to the town line of Calvin. Repairs were also made from the latter point two miles eastward, opening thus a very fair road to Mattawa, the general market.

PAPINEAU 10 AND 11 SIDE LINE ROAD.

This was the chopping out, grubbing and grading of three quarters of a mile through an exceedingly rough portion of the 11th and 12th concessions to join the south limit of Mattawa and afford an outlet for those resident in the 7th and 8th concessions, which is a good agricultural district.

PEMBROKE AND BARRY'S BAY ROAD.

About five miles of repairs from a point three miles west of the eastern boundary of Fraser westward.

PETEWAWA 4 AND 5 SIDE LINE ROAD.

The opening of three quarters of a mile on the side line mentioned from the south end of the 5th concession northward. A substantial cedar bridge was also built over a creek.

PETEWAWA 15 AND 16 SIDE LINE ROAD.

A mile and a quarter completed through the first and second concessions, and which had been very partially and roughly opened by the settlers. It accommodates a number of people living in the south part of Petewawa township.

PETERSON ROAD.

Eleven miles of repairs from about five miles west of Combermere towards Maynooth.

PIGEON LAKE ROAD.

A course of general repairs from between lots 5 and 6, concession 18 Harvey, eastward to Hall's Bridge, eleven miles.

RAGLAN AND RADCLIFFE ROAD.

Three miles of repairs upon the town line between Raglan and Radcliffe from lot number 24, concession 1 westward.

ROLPH TOWNSHIP ROAD.

From the end of last year's work which is about three miles and a half west of the Pembroke and Mattawa road, two miles of repairs were made, extending the improvements to Moor lake on the Canadian Pacific railway.

RYAN ROAD.

This road, which is in the township of Sebastopol, was repaired from Eganville and Foy road southward, two and a half miles toward the Opeongo road.

ST. OLA ROAD.

About four and a half miles of repairs from lot number 21, concession 2 Limerick, westward about the north side of Bass lake to Murphy's corners.

SHERWOOD 4 AND 5 CON. ROAD.

On this concession line, from the boundary between Hagarty and Sherwood, two and a half miles were very much improved, and the road made passable for a certain Polish settlement who have no other means of reaching Wilno station on the railway.

SHEILDS PIT ROAD.

Work was commenced at lot number 27, concession 8 Calvin, and continued westerly to lot number 29, at which point the C. P. R. is crossed, and represents one mile of completed road through a heavily timbered country. The work was then continued to the boundary of Bonfield a mile and a half, which was opened twenty-six feet wide as a good winter and fair summer road.

SILVER LAKE CREEK BRIDGE.

Some four hundred feet of approach on the east side of this bridge, which was subject to annual submersion was raised well above high water line, making it passable at all seasons of the year. The bridge is in South Algona at Silver lake.

SNAKE CREEK ROAD.

A deviation one mile in length was made from the 9th concession of Raglan southward ; a necessity in order to make the road travelable. It connects two German settlements, one in Raglan and the other in Denbigh.

SOMERVILLE ROADS.

The inspector reports in this instance thirty-four miles of repairs over existing roads in the township of Somerville, and one mile of new work, as follows: From lot 6, concession 11, to lot 16, concession 3, eight miles; on the Monck road from lot 7, concession 13, six miles; on "base line" from lot 60, front range, to lot 7, eight miles; from Monck road to Lutterworth boundary, half a mile; from Coboconk to lot 12, concession 4, five miles; on the third concession line from lot 8 to lot 21, five miles; between lot 6, concession 6 and concession 13, two miles, and half a mile on the ninth concession and lots 2 and 3; the municipality granting \$150 which was spent with the Government appropriation.

SOUTH ALGONA 25 AND 26 SIDE LINE ROAD.

About a mile and a half of road repaired, including a deviation, the work being from Eganville and Killaloe road south on or near the side line indicated. It is required and used by settlers about Silver lake.

SOUTH ALGONA ROAD.

A new road two miles in length graded throughout. It is from lot number 16, concession 10, South Algona, west on the concession line mentioned to the line and road allowance between lots 20 and 21, which latter is opened south to the Eganville road and Killaloe station.

SOUTH MOUNTAIN ROAD.

The repair of one mile upon a portion which passes up the side of a steep mountain, and requiring work of a very permanent character, as the hill cannot be avoided.

SPRINGTOWN AND MOUNT ST. PATRICK'S ROAD.

From lot number 5, concession 12, Admaston, to lot number 11, two miles and a half of repairs were made, accommodating settlers in Bagot and Admaston.

SPRINGER TOWNSHIP ROAD.

The object in this instance is to reach Sturgeon river near the town line between Badgerow and Field, where a very considerable settlement exists who are yet without anything like a proper road.

Work this season was begun between lots 10 and 11, concession 2, of Springer, and continued in a northwesterly direction to the centre of concession 5, and lots 11 and 12, a distance of about three miles, of which two were new road opened and the balance heavy improvements.

SQUAW RIVER ROAD.

The construction of two miles in the township of Harvey, from lot number 29, concession 12, northeasterly, to the south side of lot number 32, and centre of the 10th concession, the object being to serve a new settlement now forming in the southeastern part of Galway whose nearest market is Bobcaygeon.

STURGEON RIVER ROAD.

On this road repairs were made from lot number 4, concession 5, to lot number 2, concession 6, Springer, a length of two miles. One mile was also opened between lots 5 and 6 to the boundary of the township of Field.

SUDBURY AND WAHNAPIITAE ROAD.

Commencing three-quarters of a mile south of the four corners of Garson, McKim, Neelon and Blezard, the road was opened north to the said four corners, and thence east on the boundary between Garson and Neelon a mile and a quarter—new work entirely, and graded generally.

TEMISCAMINGUE ROADS.

In the township of Dymond a road begun last year was continued north on the line between lots 8 and 9 through the township and half a mile into the adjoining township of Harley, two and a half miles, or altogether, six miles from Liskeard, and along which all the land is now taken up. The West Dymond and Kearns road has also been produced north between lots 4 and 5 of Dymond as far as the 6th concession, and a bridge built over the west branch of Wabis creek. There are settlers both north and west of this latter road and its continuation would therefore appear desirable. Four miles were also opened from Liskeard towards Haileybury, commencing between lots 8 and 9 and concessions 1 and 2 of Dymond, thence passing through lot number 8, concession 1, Dymond, lots 8 and 9, concession 6, and lots 8 and 9, concession 5, of Bucke, and being approximately along the lake shore. Two miles between the villages remain uncompleted, but the whole distance may now be travelled.

I would report also that for the convenience of intending settlers a substantial frame building has been erected in the village of Liskeard, and a wharf has also been built.

The house is one and-a-half-storey, 22 feet by 44 feet, double-boarded and tarpapered without and single-boarded and felt-papered within, having hall, dining-room, kitchen, three bed-rooms and store-room upon the first flat, with the up-stair flat undivided. Two stoves have been added for cooking and heating purposes and the whole building made fairly comfortable. The building is in charge of the Crown Lands Agent, who will no doubt see that it is protected and cared for.

TROUT LAKE ROAD.

Three miles and a quarter of substantial repairs were made from lot number 9 of B concession, Widdifield, eastward, and from lot number 5, concession 1, westward, a mile of new work was done, the road being practically along the north shore of Trout Lake.

VANSICKLE ROAD.

The repair of two and a half miles, from lot number 4, concession 1, of Methuen, to the 4th concession, to give a much shorter road for settlers into a cheese factory.

VEUVE RIVER BRIDGE.

Necessary repairs in consequence of damage by flooding and a jam of logs, which seriously impeded travel.

WAHNAPIITAE ROAD.

A small expenditure in improving the main road and branch.

WARREN AND HUGEL ROAD.

This work is from the vicinity of the Imperial Company's mills, lot number 2, concession 6 Dunnet, northeasterly to intersect the boundary between Hugel and Ratter at lot number 12 in the 2nd concession, from whence it continues north on said town line to the 4th concession, and thence east between concessions 3 and 4 of Hugel to Deer Lake, where a number of Norwegians are settled. Five miles of road were constructed and two and a half miles repaired.

WILBERFORCE 30 AND 31 SIDE LINE ROAD.

This was the construction of two miles on the side line mentioned, from the 3rd concession, northward, and leads to Golden Lake railway station.

WILBERFORCE FIRST SIDE LINE ROAD.

This is an uncompleted work, being delayed in consequence of wet weather. A balance of some \$20 remains unpaid.

WILBERFORCE 20 AND 21 SIDE LINE ROAD.

A road into a German settlement and repaired in the 20th concession over three-quarters of a mile.

WISAWASA ROAD.

This road is between lots numbers 9 and 10 of Ohisholm and connects with a road on the 13th concession leading to Powassan. It is one mile of construction through heavily timbered land.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES IN THE YEAR 1896.

Name of work.	Departmental Expenditure.	Municipal Grants.
NORTH DIVISION.	\$ c.	\$ c.
Atik-ogan and Seine River portage	190 00	
Atwood road	494 65	
Bar River bridge	488 01	
Balfour road	484 70	
Blair Athol road and landing	619 62	
Bridge repairs, West Algoma	314 38	
Barwick and Dobie (balance of 1895) road	22 95	
Bruce Mines and Desert Lake	500 00	
Coyne	393 55	
Crozier and Lash	1,005 96	
Coffin and Coffin Additional	105 40	
Carpenter and Lash (balance of 1895)	04	
Desherats and Port Lock	500 24	
Goulais Bay	402 41	
Grassy River	730 00	
Great Northern	200 00	
Haughton	491 89	
Honora Bay	503 34	
Inspection	3,406 65	
Ignace and Sturgeon Falls trail	100 00	
Jackfish Bay road	650 00	
Keewatin bridge	3,000 00	
Larchwood road	200 20	
Lavelle bridge	230 00	
McIrvine road	762 86	
Manitowaning and Michael's Bay	493 39	
May and Hallam	250 04	
Minnehaha and Manitou Lake portage	350 00	
Morley Township (balance of '95) roads	20 25	
Oliver Township	232 36	100 00
Pine River bridge	1,380 00	
Parke Township road	520 92	
Rat Portage and Whitefish Bay trail	200 00	
Rainy River road	1,069 56	
Rayside roads	991 62	
Red Paint and Saw Bill Lake portage	200 00	
Robinson, Dawson and Burpee roads	700 57	
Rose road	501 83	
Savanne	730 00	
St. Joseph Island roads	1,411 53	
South Bay and Michael's Bay road	297 95	
Spanish River and Kanabuch	500 57	
Spanish River Cable Ferry scow	499 64	
Stanley and Kakabeka Falls road	100 00	
Sudbury and Whitefish	500 48	
Thessalon (balance of 1895) road bridge	12 40	
Thessalon bridge	100 00	
Thompson and Bright road	502 45	
Thompson and Patton	518 12	
Victoria and Salter T. L.	250 00	
Wabigoon bridge	450 00	
Wainwright and VanHorne road	2,026 55	
Webbwood and Birch Lake	400 63	
Whitefish Valley	505 72	
Woodyatt	786 40	
Worthington and Whitefish	200 00	
Less Refund Cartier road of 1895	32 129 83	
Total	6 47	
	32,123 36	

SUMMARY OF EXPENDITURE—*Continued.*

Name of work.	Departmental Expenditure.	Municipal Grants.
WEST DIVISION.		
	\$ c.	\$ c.
Armour & Strong road	607 97	
Armour, 25 and 26 S. L. "	504 76	
Beggsboro' "	200 00	
Bethune, 12 and 13 Con. "	149 98	
Back-tone "	270 97	
Broad River bridge	400 00	
Burpee road	603 30	
Beaver Creek bridge	198 64	
Cardwell, No. 3 road	418 77	
Cecebe Lake "	200 20	
Chisho'm, 8 and 9 Con. "	499 75	
Chi-holm, 18 Con. "	599 54	
Christie and Humphrey T. L. (balance of 1895) "	32 37	
Christie "	470 00	
Christie, No. 2 "	1,500 00	
Commanda Road bridge	403 03	
Croft, 30 and 31 S. L. road	150 00	
Doudle and Bailton "	601 10	
Dorset bridge	694 57	
Dunchurch "	234 17	
Draper, 7 Con. road	310 16	50 00
East River "	565 72	
Eagle Lake "	33 75	
Golden Valley "	511 67	
Himsworth & Chisholm "	301 23	
Himsworth & Laurier T. L. "	300 00	
Indian Peninsula roads	800 74	
Inspection "	1,281 59	
Joly bridge	96 00	
Kelly's Swamp road	151 69	
Maple Island bridge	74 00	
Markstay and Koo-ka-ga-ming road	83 54	
Muskoka "	753 60	
Magametawan "	507 04	
Magametawan River bridge	412 38	
McDugall road	300 24	
McMurrich, 30 S. L. "	416 13	
McKellar Centre bridge	538 28	
Musquash road	400 37	
North West "	301 75	
Northern "	100 00	
Perry, 5 and 6 S. L. "	489 50	
Port Cockburn "	1,442 22	
Rainy Lake "	25 00	
Rousseau River bridge	116 89	
Rye-on Junction road	516 28	
Sinclair, 9 and 10 Con. "	501 52	
Severn bridge	1,500 00	
Short's Mills road	100 00	
South River bridge	762 28	
Surprise Lake road	151 99	
Tasoo Lake "	219 18	
Westphalia road and bridge	644 18	
Willett road	274 81	
Wilson Lake "	100 50	
Wolf River bridges	590 18	
Total	24,418 53	50 00
EAST DIVISION.		
Addington road	970 75	
Alice, 10 and 11 S. L. "	300 41	
Alice, 20 and 21 " "	400 45	
Bromley, 27 and 28 S. L. "	198 90	

SUMMARY OF EXPENDITURE—Continued..

Name of work.	Departmental Expenditure.	Municipal Grants.
EAST DIVISION—Continued.		
	\$ c.	\$ c.
Bromley, 12 and 13 proof line	road 300 88	
Bleazard	" 501 13	
Barry Bay and Bell's Rapids	" 532 10	
Barry Bay and Combermere	" 338 83	
Burnt River	bridge 249 90	150 00
Battersea	road 401 26	
Bexley	" 301 06	100 00
Bontfield, 3 and 4 Con.	" 402 21	
Bobcaygeon and North West	roads 844 21	
Bonnechere	bridge 400 00	
Brudenell and Killaloe	road 290 00	
Buckhorn	" 1,103 74	300 00
Buchanan	" 512 51	
Burleigh	" 402 27	
Cavendish (balance of 1895)	roads 100 48	
Caldwell	road 493 99	
Caldwell and Warren	roads 500 00	
Connell's	road 192 66	
Chalk River	bridge 95 00	
Caldwell	road 498 85	
Carden and Dalton T. L.	" 500 29	
Cavendish	" 656 45	
Car'ow	" 301 57	
Cochran's Creek	bridge 50 90	
Coe Hill and Chandos	road 212 85	
Chandos	roads 202 08	
Couch	road 200 13	
Dunnet	" 500 13	
D'Acre and Scotch Bush	" 302 95	
D'Acre and Opeongo	" 400 00	
Dummer, 9 Con.	" 203 37	100 00
Elgin and Bedford Mills	" 428 45	
Eganville and Brudenell	" 250 49	
Ferris, 10 Con.	" 516 01	
Frontenac and Clarendon Station	" 403 80	
Green Bay	" 300 35	100 00
Galway (balance of 1895)	roads 50 00	
Galway, 4 and 5 Con.	road 476 85	
Galway and Cavendish	roads 1,090 00	
Gelert	road 200 00	
German (balance of 1895)	" 8 90	
Grattan, 18 Con.	" 314 58	
Graham's Creek	" 416 41	
Hawley (balance of 1895)	" 20 00	
Hagarty, 3rd Con.	" 296 80	
Hagarty, 1st Proof Line	" 384 04	
Hastings	roads 1,123 60	
Harvey, 29 and 30	road 203 75	
Hardwood Settlement	" 301 85	
Head, 8 Con.	" 300 00	
Hinchinbrooke	" 280 00	
Hugel & Badgerow	" 903 67	
Inspection	2,867 00	
Jack's Lake	road 297 73	
Killaloe & McLaughlin's	" 420 27	
Loughboro'	" 307 60	
Lyndoch & Foymount	" 303 66	
Moore's Falls (balance of 1895)	bridge 22 10	
Monck	road 704 50	
Monteagle	" 400 00	
McArthur's Mill	" 315 85	
Mattawa and Temiscamingue	" 399 85	
Mississippi	" 400 00	
Mount St. Patrick	" 291 33	

SUMMARY OF EXPENDITURE—Continued.

Name of work.	Departmental Expenditure.	Municipal Grants.
EAST DIVISION—Concluded.	\$ c.	\$ c.
Mud Creek bridge	200 00	
North Methuen road	401 74	
North Harvey	599 85	100 00
Nogie's Creek	500 25	
Opeongo	680 89	
Opinicon	598 25	
Opinicon and Westport	458 87	100 00
Pembroke and Barry Bay	181 30	
Petewawa, 4 and 5 S. L.	299 50	
Petewawa, 15 and 16 S. L.	404 73	
Papineau, 10 Con.	499 61	
Papineau, 10 and 11 S. L.	401 82	
Peterson	396 05	
Pigeon Lake	401 57	
Raglan and Radcliffe, T. L.	300 00	
Rolph Township	299 99	
Ryan	299 49	
Sherwood, 4 and 5 Con	383 17	
Shield's Pit	431 86	
Silver Lake Creek bridge	200 00	
South Algona road	500 14	
South Algona, 25 and 26 S. L.	385 88	
Somerville roads	750 00	150 00
South Mountain road	300 00	
Snake Creek	305 25	
Springtown and Mount St. Patrick	300 00	
Springer Township	501 84	
St. Ola	300 00	
Sturgeon River	511 10	
Sudbury and Wahnapiatae	496 25	
Squaw River	400 15	
Trout Lake	399 61	
Temiscamingue roads	1,416 06	
Veuve River bridge	82 67	
Vansickle road	200 18	
Wahnapiatae	200 00	
Warren and Hugel	1,000 00	
Wisawasa	599 90	
Wilberforce, 30 and 31 S. L.	501 00	
Wilberforce, 20 and 21 S. L.	40 13	
Wilberforce, 1st Side Line	180 00	
Total	46,177 35	1,100 00

RECAPITULATION.

I. North Division.....	\$32,123 36
II. West Division	24,418 53
III. East Division	46,177 35
Total Departmental Expenditure	\$102,719 24

MUNICIPAL GRANTS REFERRED TO IN SUMMARY.

Township of Somerville.....	\$300 00
“ Dummer	50 00
“ Smith.....	300 00
County of Peterborough.....	50 00
Township of Harvey	100 00
“ Bexley	100 00
“ Bedford.....	135 00
“ Draper	50 00
“ Oliver	100 00
“ South Crosby	65 00

HENRY SMITH,

Superintendent of Colonization Roads.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1896.

APPENDIX No. 28.

List of Persons holding Culler's Licenses issued under The Ontario Culler's Act, 31st December, 1896.

Name.	P. O. Address.	Name.	P. O. Address.
Anderson, M. M	Almonte.	Bennett, Edward Clinton	Ahmie Harbor.
Allan, James D	Bracebridge.	Blaine, Harvie Thomas	Orillia.
Appleton, Erwin B	Bracebridge.	Barrett, Thomas	Barrie.
Albert, Andrew	Ottawa.	Bray, James	Kinmount.
Adams, J. Q.	Longford Mills.	Bissell, George Thomas	Trenton.
Anderson, Patrick J	Campbellford.	Baxter, Richard	Deseronto.
Anderson, J. C.	Gravenhurst.	Breeaugh, Edward	Deseronto.
Allan, Alfred.	Ottawa.	Boyd, George A.	Thessalon.
Aikins, Geo. M.	French River.	Buchan, Frederick	Arnprior.
Appleby, Ridley	Katrine.	Barrett, Patrick	Arnprior.
Adams, James M	Sault Ste. Marie.	Brundage, Alfred W.	Pembroke.
Aylward, James	Peterborough.	Brougham, Thomas	Eganville.
Archibald, John L.	Keewatin.	Blair, Robert I.	Arnprior.
Austin, Wm. G	Renfrew.	Benson, John W.	Sturg-on Bay.
Anderson, Charles	Little Current.	Beck, Charles M., Jr.	Penetanguishene.
Anderson, John	Cartier.	Beatty, W. J.	Coldwater.
Adair, Thomas Albert	Gananoque.	Burns, C. W., Jr.	South River.
Anderson, J. G.	Alpena, Mich.	Bell, John Henry	Burk's Falls.
Alexander, Samuel	Arden.	Bettes, John Hiram	Muskoka Mills.
Adams, Wm	Westmeath.	Brady, John	Renfrew.
Armstrong, James Theodore	McKellar.	Beattie, W. J.	Arnprior.
Boland, Abraham	Cartier.	Bromley, William	Westmeath.
Brown, Singleton	Bracebridge.	Bissell, Hartie	Trenton.
Barry, Thomas James	Hastings.	Brown, Robert	Starrat.
Blanchet, Paul Frederick	Ottawa.	Beaton, Hugh	Waubaushene.
Bird, W. S.	Parry Sound.	Bailey, Arthur	Parry Sound.
Bayley, James T.	Gravenhurst.	Burd, James Henry	Parry Sound.
Bell, Henry	Ottawa.	Bailey, Samuel James	Orillia.
Beach, Herbert Mahlon	Ottawa.	Burton, Tinewood	Renfrew.
Barry, Thomas	Millbridge.	Boyes, James	Huntsville.
Beaty, W. R.	Parry Sound.	Brown, John	Rockdale.
Brooks, Frederick William	Mackey's Station.	Brennen, Edward Scott	Sundridge.
Brown, Robert D.	Port Sydney.	Bell, John Arguey	Klock's Mills.
Breed, Arthur G	Penetanguishene.	Callaghan, Dennis	Trenton.
Barnes, Thomas George Lee	Muskoka Mills.	Campbell, Alexander J	Trenton.
Buchanan, Robert	Coldwater.	Carson, James	Bracebridge.
Beck, Jacob Frederick	Penetanguishene.	Campbell, J. M	Bracebridge.
Bird, Joseph Manly	Muskoka Mills.	Campbell, Robert	Bracebridge.
Boyd, John F	Thessalon.	Clairmont, Joseph	Campbellford.
Brandon, Martin W	Peterborough.	Clarkson, Robert J.	Parry Sound.
Bell, John C.	Peterborough.	Carruthers, Aaron	Hintonburg.
Bartlett, George W	Warren.	Caldar, Wm. J.	Bark Lake.
Brown, Silas	Klock's Mills.	Chew, Joseph	Gravenhurst.
Boland, W. G.	Eganville.	Cole, James Colin	Ottawa.
Baulke, George R	Aylmer, Que.	Cameron, William	Collins' Inlet.
Bromley, Thomas	Pembroke.	Cain, Robert	Midland.
Bremner, John L.	Admaston.	Crawford, Stephen W	Thessalon.
Bromley, W. H	Pembroke.	Cochrane, George	Peterborough.
Bowers, Isaac	Little Current.	Coburn, John	Lindsay.
Brown, Thomas	Barrie.	Crowe, Nathaniel	Bobcaygeon.
Bass, Walter R	West Huntingdon.	Cameron, Alexander	Norman.
Bates, Robert	Rat Portage.	Chrysler, Frank R. L.	Webbwood.
Bick, Thomas	Bobcaygeon.	Carson, Hugh	Rat Portage.

APPENDIX No. 28.—Continued.

Name.	P. O. Address.	Name.	P. O. Address.
Carson, Melvin.....	Little Current.	Fitzgerald, E. Clair	Parry Sound.
Cameron, John K.....	Spanish River.	Farrell, W. H.....	Ironside, Que.
Cassidy, William.....	Little Current.	French, Louis Wm.....	Byng Inlet.
Coons, George Washington.....	Peterborough.	Fraser, Wm. A.....	Mattawa.
Chisholm, George Leopold.....	Sault Ste. Marie.	Fortune, Owen.....	Trenton.
Chalmers, George James.....	Peterborough.	Fraser, David.....	Norman.
Caverly, David Charles.....	Parry Sound.	France, John.....	Collins' Inlet.
Campbell, Archibald J.....	Little Current.	Ferguson, Ernest A.....	Baysville.
Close, John L.....	Arnprior.	Ford, Charles.....	Wahnapiatae.
Campbell, James R.....	Eganville.	Fraser, Alexander, Jr.....	Westmeath.
Campbell, John A.....	Galetta.	Fairbairn, William.....	Calabogie.
Caillier, Hyacinthe.....	Arnprior.	Fraser, Wm. A.....	Pembroke.
Chamerlin, Thomas.....	Bobcaygeon.	Fraser, Foster.....	Pembroke.
Cooper, David Allan.....	Millbrook.	Fraser, William.....	Little Current.
Cox, Henry.....	Bellerica, Que.	Fraser, Hugh Alexander.....	Pembroke.
Currie, James.....	Ottawa.	Flaherty, John.....	Lindsay.
Clarkson, A. E.....	Midland.	Fisher, William.....	Trenton.
Clairmont, E.....	Gravenhurst.	Fox, Thomas.....	Deseronto.
Cameron, W. F.....	Sturgeon Bay.	Fallis, James W.....	Sturgeon Bay.
Connolly, Daniel.....	Gravenhurst.	Fairbairn, N. H.....	Webbwood.
Campbell, P. C.....	Sault Ste. Marie.	Freil, John.....	Trenton.
Cadenhead, Alexander.....	Midland.	Fox, Charles.....	Trenton.
Carpenter, R. J.....	Arnprior.	Featherstonhaugh, Wm. Henry.....	Penetanguishene.
Christie, William Pringle.....	Seyvern Bridge.	Frair, Schuyler.....	Westmeath.
Campbell, C. V.....	Sault Ste. Marie.	Feren, Joel.....	Savanne.
Clegg, Samuel.....	Peterborough.		
Clairmont, William L.....	Gravenhurst.	Green, Norman A.....	Gilmour.
Cahill, Thomas.....	Nosbonsing.	Green, Samuel E.....	Parry Sound.
Chew, Manley.....	Midland.	Grant, John.....	Plinton.
Cooper, James, Eddy.....	Saurin.	Greene, Arthur.....	Ottawa.
Cook, Reinhardt.....	South River.	George, R.....	Parry Sound.
Crowe, Cecil.....	Bobcaygeon.	Gardiner, John.....	Parry Sound.
Cassidy, S. C.....	Dunchurch.	Golden, Frank J.....	Trenton.
Charleson, John Baptiste.....	Ottawa.	Garson, Robert.....	Thessalon.
Comer, Billa F.....	Tweed.	Gropp, August.....	Penetanguishene.
Carter, George.....	Sundridge.	Grozelle, Antoine D.....	Muskoka Mills.
		Goulais, James.....	Peterborough.
Durrill, John W.....	Ottawa.	Grayson, Charles.....	Keewatin.
Dickson, John.....	Sundridge.	Gladstone, Henry E.....	Cook's Mills.
Danter, R. W.....	Parry Sound.	Graham, Edward G.....	Wahnapiatae.
Doyle, T. J.....	Eau Claire.	Griffin, James.....	Spanish River.
Dobie, Alexander R.....	Blind River.	Gordon, Alexander B.....	Pembroke.
Donally, Richard S.....	Sudbury.	Gareau, Noah J.....	Pembroke.
Devine, William.....	Cook's Mills.	Gordon, Robert W.....	Pembroke.
Durrill, William.....	Nosbonsing.	Guertin, Nelson.....	Petawawa.
Draper, Patrick.....	Quyon, Que.	Gardner, John.....	Rat Portage.
Davis, J. P.....	Bobcaygeon.	Gunter, Peter M.....	Gilmour.
Drum, Patrick.....	Belleville.	Glennie, William.....	Millbridge.
Durham, Edgar S.....	Rosseau.	Gorman, Maurice J.....	Fenelon Falls.
Duquette, Charles.....	Webbwood.	Gillies, John A.....	Braeside.
Davis, William Albert.....	Bobcaygeon.	Gadway, John.....	Parry Sound.
Dickson, Robert Alexander.....	Keene.	Garrow, Edward.....	Nipissing Junction.
Dawkins, John.....	Gravenhurst.	Golding, William.....	Dorset.
Doxsee, James E.....	Gravenhurst.	Gillies, Harry.....	White Lake.
Didier, L. P.....	Aylmer, Que.	Gordon, Herbert C.....	Nelson.
Devine, Patrick J.....	Sheenboro, Que.	Gillespie, M. H.....	Cook's Mills.
Dinmore, Richard.....	Huntsville.	Griffin, William.....	Huntsville.
		Ganton, David.....	Trout Creek.
Ebert, Andrew P.....	Pembroke.	Graham, George L.....	Arnprior.
Ellis, Alexander.....	Arnprior.	Graham, Frederick S.....	Arnprior.
Ellis, John.....	Westmeath.	Gill, Cuthbert.....	Orillia.
Errington, Joseph.....	Sundridge.		
Edgington, Henry Jobin.....	Parry Sound.	Hartt, James.....	Gilmour.
Eager, James.....	Parry Sound.	Hayes, James.....	Enterprise.
		Humphrey, T. W.....	Gravenhurst.
Forbes, Christopher McKay.....	McLean's Depot.	Huckson, A. H.....	French River.

APPENDIX No. 28.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Howe, Alexander.....	Queensborough.	King, Napoleon.....	Mattawa.
Hurd, Edwin.....	Hurdville.	Kean, B. F.....	Orillia.
Huff, J. S. Morris.....	Arnprior.	Kemp, Orval Wesley.....	Trenton.
Hutton, John.....	Hutton House.	Kirk, Charles Barron.....	Queensborough.
Hutchinson, Wm. E.....	Huntsville.	Kingsland, W. P.....	Ottawa.
Hogarth, Joseph Rowan.....	Pembroke.	Kerr, John B.....	Arnprior.
Humphrey, John.....	Gravenhurst.	Kennedy, Walter.....	Arnprior.
Hill, Joshua.....	Midland.	Kennedy, John.....	Pembroke.
Hall, David.....	Lovering.	Knox, William M.....	Fesserton.
Hartley, Charles.....	Peterborough.	Kearney, Michael John.....	Buckingham, Que.
Hawkins, Henry Charles.....	Blind River.	Kendrick, John.....	Burk's Falls.
Hines, Philip Wallace.....	Huntsville.	Kennedy, John L.....	Burk's Falls.
Hudson, John Lewis.....	Combermere.	Lloyd, Alfred.....	Severn Bridge.
Helferty, Dennis.....	Eganville.	Lawrie, Frank A.....	Parry Sound.
Hamilton, Robert.....	Rat Portage.	Lastimer, James.....	Frank's Bay.
Hoppins, Abiram.....	Kingston.	Lemyre, Midday.....	Campbellford.
Hoppins, Densmore.....	Kingston.	Lutz, Jacob.....	Parry Sound.
Haystead, John.....	Parry Sound.	Luby, John E.....	Ottawa.
Henderson, John Irwin.....	Bobcaygeon.	Lochnan, James.....	Ottawa.
Hartley, William.....	Millbridge.	Lozo, John.....	Trenton.
Higgins, John C.....	Peterborough.	Loughrin, Lawrence.....	Pembroke.
Harrison, John, Jr.....	Pembroke.	Linton, J. H.....	Parry Sound.
Hawkins, E.....	Le Breton Flats.	Ludgate, James.....	Peterborough.
Henderson, Charles.....	Bracebridge.	Lee, Robert.....	Huntville.
Halliday, Frank.....	Mississippi.	Langford, Mark.....	Baysville.
Halliday, James.....	Springtown.	Letherby, Edwin.....	Midland.
Hurdman, J. A.....	Ottawa.	Lovering, William James.....	Coldwater.
Hawkins, Stonewall J.....	Meldrum Bay.	Lane, Maurice.....	Bobcaygeon.
Hinchliffe, William.....	Gunter.	Lenton, George.....	Peterborough.
Hillis, James M.....	Sutton West.	Low, Thomas A.....	Renfrew.
Hogg, W. J.....	North Bay.	Livingston, Robert M.....	Huntville.
Hoxie, E. P.....	Katrine.	Londry, William E.....	Sault Ste. Marie.
Hawkins, Walter.....	Pembroke.	Labelle, James.....	Waltham, Que.
Howard, James.....	Eganville.	Labelle, Eli.....	Waltham, Que.
Howard, William.....	Baysville.	Ladurante, J. D.....	Ottawa.
Hogan, Enos W.....	Savanne.	Ludgate, Theodore.....	Peterborough.
Horne, John T.....	Fort William.	Lucas, Frank.....	Sault Ste. Marie.
Irwin, Thomas H.....	Parry Sound.	Lunam, Duncan.....	Colfield, Que.
Jackson, Robert.....	Brechin.	Lott, George.....	Trenton.
Johnson, Finlay.....	Bracebridge.	Lawrie, John D.....	Parry Sound.
Jones, Albert.....	Victoria Harbor.	Lovering, George Francis.....	Coldwater.
Johnson, Thomas.....	Bobcaygeon.	Lavigne, John.....	Aylmer, Que.
Johnston, Archibald M.....	Norman.	Landell, Charles S.....	Huntville.
Julien, Charles.....	Trenton.	Long, Henry Elisha.....	Mattawa.
Junkin, Henry.....	Marmora.	Malloy, Mark.....	Baysville.
Johns, Frank.....	Nipissing Junction.	Miller, R. O.....	Gravenhurst.
Jessup, Edward D.....	Cache Bay.	Menzies, Archibald.....	Burk's Falls.
Johnson, Frank N.....	Ottawa.	Manning, James.....	Trenton.
Johnston, John.....	Peninsula Lake.	Martin, Philip.....	Stoco.
Johnson, S. M.....	Arnprior.	Malone, William Patrick.....	Ottawa.
Jones, Frederick James.....	Flinton.	Marsh, Eli Terrill.....	Trenton.
Johnston, William A.....	Castelford.	Millar, John W.....	Huntsville.
Jervis, Henry.....	Wisnawa.	Mutchenbacher, Asa.....	Roseau Falls.
Jones, William.....	Fenelon Fall.	Morris, George F.....	Frank's Bay.
Kerby, John.....	Belleville.	Murray, George, Jr.....	Waubushene.
Kennedy, Robert.....	Marmora.	Maughan, Joseph.....	Fort William.
Kirby, Louis Russell.....	Ottawa.	Margach, William J.....	Port Arthur.
Kenney, Timothy.....	Enterprise.	Murray, George, Sr.....	Waubushene.
Kirk, Henry.....	Trenton.	Maniece, William.....	Peterborough.
Knox, Milton.....	Ottawa.	Murray, William.....	Rat Portage.
Kinsella, Michael Pierce.....	Trenton.	Morgan, Richard J.....	Rat Portage.
Kitchen, D.....	French River.	Magee, Thomas Arthur.....	Rat Portage.
Kelly, Jeremiah.....	Sudbury.	Murdoch, James.....	Cook's Mills.
Kelly, Ferdinand.....	Mattawa.	Munroe, Peter P.....	Commanda.
		Mason, Benjamin.....	Westmeath.
		Monaghan, John B.....	Arnprior.

APPENDIX No. 28.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Monaghan, M. J	Arnprior.	McLean, Peter W.	Sand Point.
Mulvihill, John	Arnprior.	McManus, John C.	Arnprior.
Moran, Andrew	Rockingham.	McNabb, Alexander	Arnprior.
Mulvihill, Michael	Arnprior.	McFarlane, Alexander	Renfrew.
Mann, John	Manitowaning.	McFarlane, J. D.	Stewartsville.
Marrighan, Richard	Deseronto.	McFarlane, Duncan	Renfrew.
Monaghan, John Dorland	Deseronto.	McKendry, Wm. B.	Arnprior.
Matheson, William	Chelmsford.	McPhee, Hugh	Renfrew.
Monro, Alexander G.	Braeside.	McPhee, John	Arnprior.
Monro, Philip	Braeside.	McLachlin, Peter	Arnprior.
Mangan, Patrick	Arnprior.	McLachlin, Alexander	Arnprior.
Marcil, Peter	Ottawa.	Mackey, Edward	Arnprior.
Main, Samuel	Spanish Station.	McKewen, Henry	Trenton.
Morley, Chas	Huntsville.	McDonald, Alfred	Peterborough.
Moore, David Henry	Peterborough.	McGeary, John J.	Sundridge.
Murphy, John	Arnprior.	McDonald, Archibald W.	Gilmour.
Matheson, Daniel	Chelmsford.	McCaw, John Gillen	Queensborough.
Milne, William	Ethel.	McCauley, Barney	Trenton.
Mangan, Charles	Burk's Falls.	McDougall, James T.	Klock's Mills.
Mooney, Lincoln	Orillia.	McInenly, Thomas	Quebec, Que.
Mangan, John	Arnprior.	McBride, Archibald	Arnprior.
Mooney, Thomas	Kingston.	McFarlane, Robert L.	Arnprior.
Mason, Robert T.	Rochesterville.	McGown, Wm.	Parry Sound.
Moore, William John	Gravenhurst.	McGown, Thomas	Parry Sound.
McPherson, James S.	Rama.	McDermet, Patrick	South River.
McKinley, Edward C.	Toronto.	McKay, Angus	South River.
McClelland, John	Parry Sound.	McDonald, A. J.	Longford.
McFarlane, J. W.	Cache Bay.	McInnes, Angus D.	Gravenhurst.
McDonald, Roderick	Pembroke.	McKendry, Alexander	Waubashene.
McCormack, William	Pembroke.	McGuire, Timothy	North Bay.
Macpherson, John	Ottawa.	McGrath, John	Peterborough.
McEachern, John A.	West Gravenhurst.	McWilliams, John Bannon	Peterborough.
McLeod, Dugald	Gravenhurst.	McCagherty, Patrick	Westmeath.
McClelland, R. H.	Parry Sound.	McKendry, Daniel	Arnprior.
McEvoy, Frank	Campbellford.	Macdonald, D. F.	Parry Sound.
McDermott, Peter	Orillia.	McManus, Thomas J.	Renfrew.
McIlroy, John	Madoc.	Macfarlane, David R.	Ottawa.
McNab, Robert J.	Parry Sound.	McColgan, Edward	Quyon, Que.
McFadden, James	Ottawa.	McMichael, Charles	North Seguin.
McIntosh, James G.	Carleton Place.	McIlroy, Thomas Davis	Madoc.
McInnes, Hector D.	Bracebridge.	McDonald, Wm. Henry	Trenton.
McKinnon, Malcolm	Bracebridge.	McGaw, William Thomas	Callendar.
McLean, Daniel	Bracebridge.	McMillan, L.	Callendar.
McKinnon, Archie J.	Bracebridge.	McDermott, John L.	Orillia.
McKay, D. O.	Baysville.	McDonald, Charles M.	Pembroke.
McDonald, James	Parry Sound.	McPhee, Benjamin	Pembroke.
McPherson, Allan	Longford.	McGee, John Edward	Parry Sound.
McDonald, James P.	French River.	Macfarlane, Mack	Arnprior.
McFarland, Joseph C.	Port Severn.	MacCallum, Alexander	Braeside.
McNabb, Alexander	Thessalon.	MacCallum, Albert	Arnprior.
McGillivray, Archibald	Port Arthur.	McGonigal, John	Arnprior.
McGrane, Edward	Lindsay.	McConachie, John	Huntsville.
McLeod, Donald, Jr.	Keewatin.	Newton, Frank	Gravenhurst.
McDonald, Hector R.	Thessalon.	Newburn, William	Parry Sound.
McDougall, Duncan	Bracebridge.	Niblett, James	Arnprior.
McNabb, Alexander D.	Warren.	Niblett, Robert	Osceola.
McCormack, John C.	Sudbury.	Newell, John H.	Parry Harbor.
McNamara, John	Byng Inlet.	Overend, George J.	Longford Mills.
McGillivray, Duncan D.	Algoma Mills.	O'Brien, Andrew	Ottawa.
McIntyre, Daniel A.	Klock's Mills.	O'Connor, John	Hintonburg.
McNamara, Lewis	Klock's Mills.	Oliver, Darcy	Wahnapitae.
McDonald, Sidney C.	Mattawa.	O'Connor, William	Nobonsing.
McCool, Christopher L.	Cartier.	O'Neill, James W.	North Bay.
McCallum, Donald	Arnprior.	O'Donnell, William	Penetanguishene.
McGregor, Duncan	Burnstown.		

APPENDIX No. 28.—Continued.

Name.	P. O. Address.	Name.	P. O. Address.
Owens, Richard	Basin Depot.	Spargo, George	Ottawa.
O'Reilly, Patrick	Cartier.	Smyth, W. H.	Byng Inlet North.
O'Neill, Mark	Renfrew.	Salmon, R. H.	Baysville.
Orrill, John	Trenton.	Salmon, Alexander C.	Baysville.
Pomery, Peter.	Trenton.	Stremer, A.	Ottawa.
Perry, Pringle K.	Byng Inlet North.	Shields, Frank A.	Parry Sound.
Purcell, William G.	Ottawa.	Smyth, Job E.	Cache Bay.
Purvis, John	Parry Sound.	Sage, Nelson	Muskoka Mills.
Porter, James	Uphill.	Shaw, Thomas B.	Waubauskene.
Pearson, John James	Lindsay.	Swanston, James	Peterborough.
Paterson, John	Wahnapitae.	Simpson, William	Hall's Bridge.
Paterson, Alexander	Orillia.	Sadler, Thomas	Lindsay.
Parke, James	Gravenhurst.	Smith, Patrick Albert	Norman.
Paquette, Oliver	Webbwood.	Snaith, William J.	Mattawa.
Palmateer, Sherman	Gravenhurst.	Sinn, Wm. F.	Arnprior.
Paget, George	Huntsville.	Serim, Robert	Arnprior.
Pounder, Joseph	Westmeath.	Sharp, James A.	Sudbury.
Pell, Richard D.	Arnprior.	Shanacy, Harry S.	Cook's Mills.
Quinn, William	Peterborough.	Smith, William	Ottawa.
Richardson, Frederick George	Trenton.	Stewart, Daniel	Braeside.
Richards, Richard	Tamworth.	Sheehan, Michael H.	Waubauskene.
Riddell, George Alexander	Rochesterville.	Scott, Thomas	Parry Sound.
Richy, Evan	Brentwood.	Smith, Lawrence	WestSaginaw, Mich.
Randall, Louis G.	French River.	Shea, Stewart	Campbellford.
Richardson, Charles Mervyn	Trenton.	Sullivan, John	Sudbury.
Rochester, Daniel Baillie	Ottawa.	Sinclair, Finlay	Sudbury.
Riddell, James	Ottawa.	Shiels, Henry F.	Cartier.
Rice, Asa A.	Hull, Que.	Smith, Gideon Ousley	Burk's Falls.
Roberts, T. A.	Huntsville.	Smith, John Wallis	Thedford.
Ross, Andrew	Longford Mills.	Smith, Henry G.	Arnprior.
Rose, Donald M.	Rat Portage.	Story, John A.	Ottawa.
Rawson, Charles Edgar	Coldwater.	Sweezy, Benjamin	Massey.
Ross, George	Waubauskene.	Sheppard, Charles H.	Coldwater.
Roberts, Percy T.	Keewatin.	Sinclair, Armon D.	Arnprior.
Ritchie, William D.	Little Current.	Smith, Sidney E.	Ottawa.
Ramsay, Robert	Arnprior.	Tait, Thomas B.	Burk's Falls.
Ritchie, J. F.	Arnprior.	Taylor, C. M.	Gravenhurst.
Ritter, Samuel G.	Ah Mic Harbor.	Thornton, W. D.	Longford Mills.
Robinson, William	Bobcaygeon.	Trusler, Gilbert	Trout Creek.
Reid, Joseph B.	Lindsay.	Thompson, George S.	Lindsay.
Ross, Walter M.	Ottawa.	Thomson, Frederick A. H.	Callendar.
Ruttie, H. A.	Carleton Place.	Thomson, Francis Henry	Nosbonsing.
Richards, Benedict	Ottawa.	Tuffy, John	Cartier.
Regan, John	Orillia.	Train, A. C.	Rowan Mills.
Russell, William	Pembroke.	Turgeon, George	Cook's Mills.
Ramsay, Charles	Sudbury.	Thomson, Alexander W.	Arnprior.
Rankin, Anthony	Cache Bay.	Taylor, Thomas G.	Gravenhurst.
Ross, Angus.	Orrville.	Tait, Ralph	Arnprior.
Robinson, Albert E.	Washago.	Train, William	Burk's Falls.
Robinson, Edward	Washago.	Turner, Gavin F.	North Bay.
Robinson, Thomas G.	Washago.	Tilson, Joseph	Burk's Falls.
Revell, Lionel Oliver	West Gravenhurst	Udy, Dean	French River.
Regan, Judd Patrick	Warmminster.	Vigrass, Percy J.	Dufferin Bridge.
Robbins, Etna Rosedale	Orillia.	Vincent, Joseph	Warren.
Scanlan, William	Enterprise.	Vollin, Samuel	Nosbonsing.
Sutherland, D. H.	Gravenhurst.	Vannier, Nelson Joseph	Bobcaygeon.
Spanner, John	Huntsville.	Watson, William	Huntsville.
Shier, James D.	Bracebridge.	Webb, George W.	Parry Sound.
Spooner, W. R.	Katrine.	Wilcox, Thomas	Parry Sound.
Simpson, Alfred E.	Wakefield.	Wheeler, J. A. McL.	Tamworth.
Souliers, John B.	Ottawa.	Ward, Joseph W.	Ottawa.
Shiels, James A.	Carleton Place.	Wilkinson, William	French River.

APPENDIX No. 28.—*Concluded.*

Name.	P. O. Address.	Name.	P. O. Address.
Waldie, John E	Victoria Harbor.	Wickware, Philip Almont	Cloyne.
Wigg, Thomas G	Thessalon.	Wilson, Edward	Deseronto.
Wall, Patrick B	Cheboygan, Mich.	Whelan, P. J	McDougall.
Wells, John R.	Little Current.	Whyte, John Thomas Goth....	Ottawa.
Whiteside, John	Huntsville.	White, William James	Muskoka Falls.
Watt, William	Peterborough.	Warrell, George	Powassan.
Wilson, George	Lindsay.	Wells, George W	Little Current.
White, Thomas	Parry Sound.	Young, William ..	Severn Bridge.
Watson, William	North Bay.	Young, A. J	Cache Bay.
Weston, Frank R	Midland.	Young, Samuel	Coldwater.
White, James B	Manitowaning.	Young, Patrick P	Young's Point.
Wilson, James A., Jr	Webbwood.	Yuill, Thomas	Arnprior.
Whaley, Thomas	Huntsville.	Yuill, A. D	Brasside.
Webster, William Alfred	Bracebridge.		
Warrell, William	Trout Creek.		
Wims, Peter	Blessington.	Total	644

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, December 31st, 1896.



